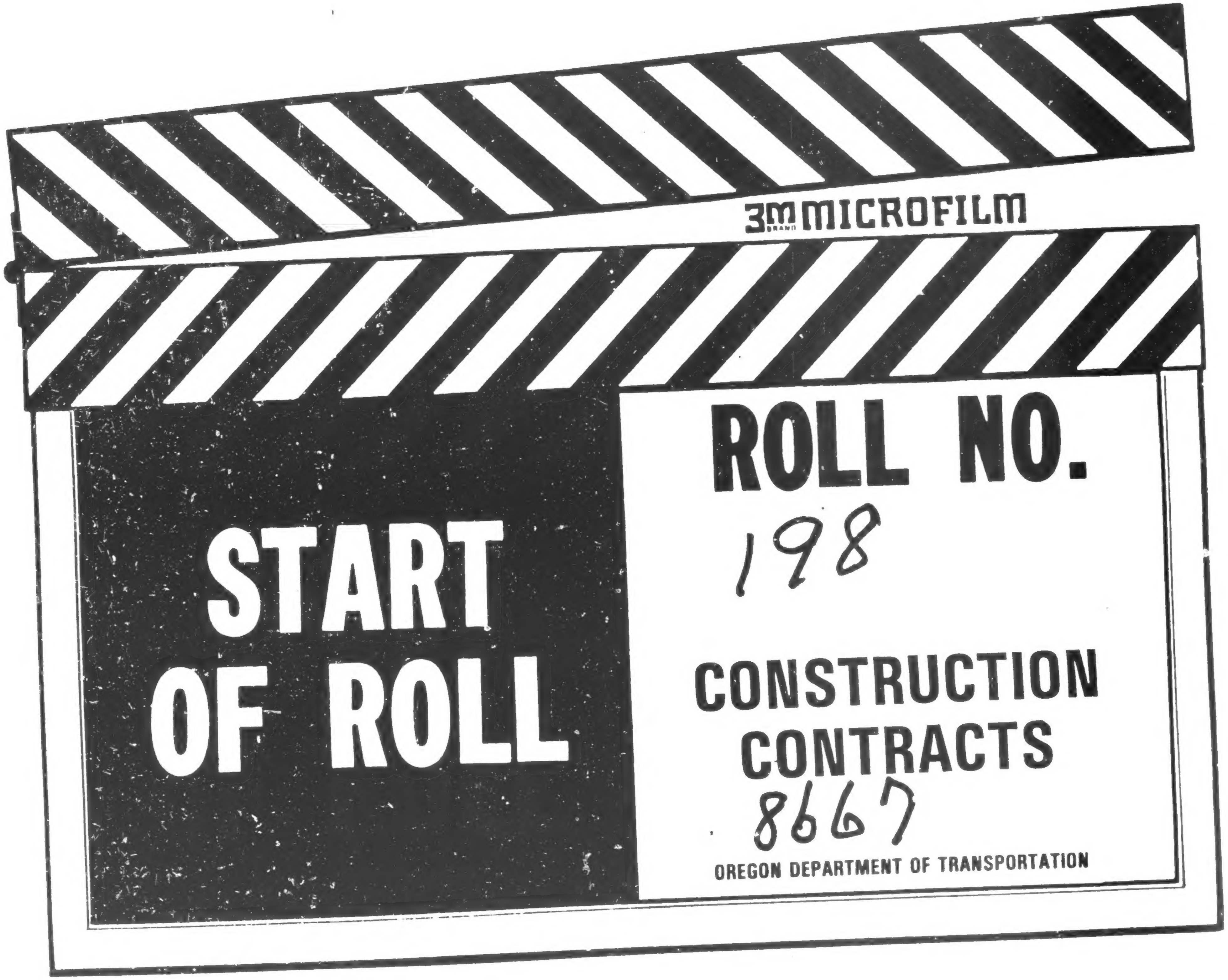


3M MICROFILM

START OF ROLL

ROLL NO.

198

CONSTRUCTION CONTRACTS

8667

OREGON DEPARTMENT OF TRANSPORTATION

8667 Sandy W.C.L.-Alder Creek 1978
Sec. of Mt. Hood Hwy.
(Paving)

8667

B

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

cc:
OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

STATE COPY

2-25-80

REGION NO. 10	REPORT NO. 5	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 2-25-80	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-24-(1)
COMPLETION DATE 9-18-78	ACCEPTANCE DATE BY CONTRACT AGENCY 2-6-79	TIME ELAPSED 101 %	CONTRACT TIME 200 CWD
APPROVED EXTENSIONS None	LOCATION US 26 WCL of Sandy, E. 9.8 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SANDY WCL - ALDER CREEK
MT HOOD HIGHWAY
Paving

RECEIVED
STATE HWY ENGR
FEB 28 '80
REFER TO Keasey
FOR
Info | Inves | R/D | B/G | Sign | Act | File

2-28
cf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 2-26-80	TITLE Field Operations Engineer	DATE 2-26-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8667

26

Salem, Oregon
February 26, 1979

Fred Eriksen
Design Engineer Supervisor

W. E. Hoffman
Resident Engineer

Sandy WCL-Alder Creek
Mt. Hood Highway
Clackamas County

Read your "As Constructed" narrative report with interest. It was good to note that the traffic control measures provided worked out well for you.

I regret that somehow your recommendation that the existing guard rail not be used was overlooked. It would have saved the trouble and time to negotiate the use of State furnished guard rail as stated.

The pavement problems mentioned are quite unusual. If the pavement comes through the winter, okay. The seal you have set up for this year sounds like it would cure the problem.

FE:ab
cc: E. L. Hardt

8667,

8

February 22, 1979

Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

A post-final payment for $400 will be made to Babler Bros., Inc., on Contract No. 8667 for paving on the Sandy W.C.L.-Alder Creek Section of the Mt. Hood Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,103,703.81 including the post-final payment. Of the total, $264.55 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc C. T. Kessey
Walt Hart
Ed Hardt

8667

8

February 13, 1979

Babler Bros., Inc.
Post Office Box 02008
Portland, OR 97202

Gentlemen:

SUBJECT: Time Extension
Sandy W.C.L.-Alder Creek
Clackamas County
Contract No. 8667
FAP No. F-24(11)

Your request for a time extension on the subject project has been given careful review.

Based on the information supplied and our analysis of the work. a two calendar workday extension is hereby granted. This will eliminate all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr/ge

cc: C. T. Keasey
Robert Church
Ed Hardt
W. E. Hoffman
FHWA
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 9, 1979

FILE: CON 5 #8667

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Sandy W.C.L.-Alder Creek
Clackamas County
Contract No. 8667

Babler Bros., Inc., contractor on the subject project, requests a two-day increase in calendar workdays in which to complete the project. The contractor feels all work was completed within the specified time except for adjustment of a few minor items and also that the overrun of the guard rail item would justify the extension of time. Pertinent dates are:

Award	1-30-78	
Calendar Workday count began	3- 1-78	
Work began	2-14-78	
Time Expired	9-16-78	(200 CWD)
2nd Notification	9-18-78	

The guard rail was installed in two stages. Prior to the paving, the posts were set and rail hung without blocks. Blocks were added after the paving and curb work was completed. All the guard rail with blocks was installed by September 15, 1978, prior to the elapse of contract time. Only minor adjustment and tightening of rail remained. This was done on Monday, September 18, 1978.

The guard rail overran the original project quantity by 13 percent. The project was substantially complete on September 15, 1978, except for minor adjustments on an item that overran. It is therefore recommended that the time from September 16, 1978 to September 18, 1978, or two calendar days, be returned to the contractor. This will eliminate all liquidated damages.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: Ed Hardt
W. E. Hoffman

RECEIVED
STATE HWY ENGR
FEB 13 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Jan. 16, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar workdays from 200 days to 202 days, within which to complete our Contract No. 8667, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: In accordance with Section 108.09 (d) of the Standard Specifications we request a two day extension of time for this contract. We feel that this contract time adjustment is justified by Price Agreement #3, the overrun of the guardrail item from 8863 lf. to 10030 lf. and the fact that we had completed all of our work by the specified completion date with the exception of a few minor items such as the final adjustment of the guardrail on a portion of the project.

Respectfully submitted,

BABLER BROS., INC.
Contractor

By R A Richards
R. A. Richards, Secretary

CONSENT OF SURETY

Date January 18, 1979

We, SEABOARD SURETY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Gail A Custer
Attorney-in-fact Gail A. Custer

(SEAL)

Robert Lagler
Resident Agent

K L & K ASSOCIATES INC.
500 N.E. Multnomah, Suite 1262
Portland, Oregon 97232

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8667 Contractor Babler Bros.

Highway Mt. Hood

Section Sandy, W.C.L. - Alder Creek

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Project substantially complete on September 15, 1978 except for minor adjustment of an overrun item. Two days are granted.

Recommended for Approval:

Marcie Ceft fr
Division Engineer

O. B. Jackmond
For
Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	8667
Project designation (State-Federal)	Federal
Date awarded	Jan. 30, 1978
Work started	Feb. 14, 1978
Per cent completed	100% Sept.18, 1978 (Date)
No. of Workdays Allowed	200
No. of Workdays Used	202
No. of Added Workdays Requested	2

SP*6296-734

Certified Copy

SEABOARD SURETY COMPANY

HOME OFFICE

No. 8229

NEW YORK, NEW YORK

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That SEABOARD SURETY COMPANY, a corporation of the State of New York, has made, constituted and appointed and by these presents does make, constitute and appoint Gail A. Custer---

of Portland, Oregon

its true and lawful Attorney-in-Fact, to make, execute and deliver on its behalf insurance policies, surety bonds, undertakings and other instruments of similar nature as follows: without limitations

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"Policies, bonds, recognizances, stipulations, consents of surety, underwriting undertakings and instruments relating thereto. Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the Chairman of the Board, the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the Chairman of the Board, the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative."

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by one of its Vice-Presidents, and its corporate seal to be hereunto affixed and duly attested by one of its Assistant Secretaries, this 30th day of September, 1977.

Attest:

(Seal) Anita J.Leonard
Assistant Secretary

SEABOARD SURETY COMPANY,

By R. T. Gundersen
Vice-President

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

On this 30th day of September, 1977, before me personally appeared R. T. Gundersen a Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New York; that he is a Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York
No. 43-8468870 Qualified in Richmond County
Certificate filed in New York County
Commission Expires March 30, 1978

(Seal)

Margaret M. Quinlan
Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the company surety bonds, underwriting undertakings or other instruments described bonds, undertakings and other instruments of

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"Policies, bonds, recognizances, stipulations, consents of surety, underwriting undertakings and instruments relating thereto. Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the Chairman of the Board, the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the Chairman of the Board, the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative."

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by one of its Vice-Presidents, and its corporate seal to be hereunto affixed and duly attested by one of its Assistant Secretaries, this 30th day of September, 1977.

Attest:

SEABOARD SURETY COMPANY,

By R. T. Gundersen
Vice-President

(Seal) Anita J.Leonard
Assistant Secretary

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

On this 30th day of September, 1977, before me personally appeared R. T. Gundersen a Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New York; that he is a Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York
No. 43-8468870 Qualified in Richmond County
Certificate filed in New York County
Commission Expires March 30, 1978

(Seal)

Margaret M. Quinlan
Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the company surety bonds, underwriting undertakings or other instruments described in said Article VIII, Section 1, with like effect as if such seal and such signature had been manually affixed and made, hereby is authorized and approved."

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Company to these presents this 18th day of January, 1979.

1927

Linda Mora
Assistant Secretary

Form 957 (Rev. 6-74)

8667

8

February 8, 1979

Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

Contract No. 8667 awarded to Babler Bros., Inc., for paving on the Sandy W.C.L.-Alder Creek Section of the Mt. Hood Highway in Clackamas County was completed on September 18, 1978, and accepted by the State Highway Engineer on February 6, 1979.

Final payment in the amount of $5,949.86 will be released to the contractor after February 13, 1979. The total contract amount is $1,103,303.81 including $264.55 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8667

FORM 8.1 (REV 10-6[illegible])

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sandy WCL-Alder Cree[illegible]

WEEK ENDING: Nov. 4, 1978

SECTION PREFIX: 003-1088

HIGHWAY: Mt. Hood

COUNTY: Clackamas

NAME OF JOB: Sandy WCL - Alder Creek

KIND OF WORK: Paving

CONTRACTOR: Babler Bros., Inc.

CONTRACT NUMBER: 8667

FEDERAL AID PROJECT NUMBER: F - 24(11)

DATE OF CONTRACT: January 30, 1978

DATE WORK STARTED: February 14, 1978

ESTIMATED COMPLETION DATE: Sept. 18, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS: Cal. 200

WORK DAYS USED: Cal. 202

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: Sept. 16, 1978

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $1,406,851.31

EXCLUSIVE OF ENGINEERING: $1,306,808.55

ENGINEERING AUTHORIZATION: $100,042.76

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,162,921.32

ENGINEERING COST TO DATE: $80,500

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN UNDERRUN: 11 %

PERCENT OF AUTHORIZATION: 81 %

DATE PROJECT WAS COMPLETED: Sept. 18, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					9.7
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					77,500 TON
TOTAL QUANTITIES CORRECTED TO DATE					76,937
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					76,937
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Cloudy	0		
FRIDAY	Rain	0		
SATURDAY		0		

RECEIVED
NOV 6 1978
CONSTRUCTION BRANCH
Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10/29 SUNDAY	No activity.
10/30 MONDAY	No activity.
10/31 TUESDAY	No activity.
11/1 WEDNESDAY	No activity.
11/2 THURSDAY	No activity.
11/3 FRIDAY	No activity.
11/4 SATURDAY	No activity.

REMARKS

SUMMARY: No activity.

ANTICIPATED NEXT WEEK: This will be the last Weekly Report submitted as the Semi-Final will be submitted on the 3rd. of November, 1978.

SIGNED W E Hoffman LOCATION Portland

W.E. Hoffman

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

8667

cc: State (H. S. Coult

STATE COPY

U.S PARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

10-2-

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Clackamas	Oregon

IN COMPANY WITH: See below*

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-23-78	W. N. Bryant, Area Engineer	F-24(11)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	101 %	100 %

*In company with:
Ed Hardt, Reg. Engr., OSHD
Marion Craft, Asst. Reg. Engr., OSHD
Mike Stoval, Asst. Reg. Engr., OSHD
Carl Williams, Constr. Engr., OSHD
Bill Hoffman, Res. Engr., OSHD
Harry Woodward, DMS, OSHD
Wayne Schulte, Asst. Res. Engr., OSHD

This project provided for the construction of an asphaltic concrete pavement overlay on approximately 9.7 miles of the Mt. Hood Highway. The project also provided for the upgrading of approximately 8,900 feet of existing type 2A guardrail.

A contract in the amount of $1,225,534.50 was awarded to Babler Bros., Inc., Portland, Oregon on January 30, 1978. Work began on 2-14-78 and was completed in reasonably close conformance with the approved plans and specifications on 9-18-78 at a final cost of $1,177,138.42, plus approximately $190,228.00 for changes and engineering. The estimated final cost of all work is $1,367,366.00 as compared to the $1,406,851.31 authorized. A total of 202 CWD were required to complete the work as compared to the 200 CWD authorized.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with the requirements of the contract specifications.

An unusual condition has recently been observed throughout the length of the project. Numerous wet spots have shown up on the surface of the pavement in spite of the unusually dry weather conditions all month. The State is currently in the process of taking cores in an effort to determine the cause of the problem and the appropriate corrective action to take. Except for this condition, the pavement and all other contract work looks very good and rides well. Acceptance of the work, subject to the satisfactory correction of the above pavement problem, is recommended.

11-2-78
cy Keasey

RECEIVED STATE HWY ENGR
NOV 2 '78
REFER TO
FOR
File
Act
Sign
D/R
R/O
Inves
Info

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8667 7-2[illegible] 9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-24(11)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 10-26-77

DATE AUTHORIZATION EFFECTIVE 6-20-78

FEDERAL ROUTE NUMBER Primary 24

STATE ROUTE NUMBER Primary 26

GENERAL LOCATION: Sandy WCL - Alder Creek

GENERAL DESCRIPTION OF WORK: Furnish and place bikeway signs and pavement legends

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON A~~N AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 6-20-78, as requested in Mr. Keasey's letter of 7-12-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $3,400 Federal Funds $2,918.

DATE 7-26-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5667 9

OREGON STATE
HIGHWAY DIVISION
Box 02197
Portland, Oregon 97202
June 29, 1978

Mrs. Dorothy Searls
Box 35
Sandy, Oregon 97055

Dear Mrs. Searls:

Your letter concerning the striping of the Mt. Hood Highway east of Sandy has been referred to the Portland Region Office which has charge of the maintenance of this area.

The Region Striping Crew did paint traffic lines on Highway 26. However, this was outside the overlay limits of the Sandy - Alder Creek Section.

The only exception to the above statement is the painting of the centerline of the westbound lane through the City of Sandy. We felt this was necessary in order to accommodate the heavy 4th of July traffic traveling through Sandy. The contractor has finished the first paving lift from Sandy east to Alder Creek, and a centerline was painted for the eastbound and westbound lanes for the protection and direction of traffic. This temporary striping will be covered with the final asphalt lift, but it is necessary to protect the heavy flow of holiday traffic.

Thank you for showing an interest and concern in the maintenance of our highways. I have enclosed my telephone number and address in case you might have any additional questions regarding this matter.

Respectfully,

ORIGINAL SIGNED BY
HARRY E. WOODWARD

Harry E. Woodward
District Engineer

NOTED
H.S. COULTER

HEW:cc
Enc.

cc: H. Scott Coulter
Edward L. Hardt

RECEIVED
STATE HWY ENGR
JUL 3 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Sandy, Oregon
June 25, 1978

State Highway Dept.
Salem, Oregon.

To Whom it May Concern:

Will you please explain to me why the yellow & white lines were newly painted on Highway 26, East of Sandy, Oregon, in late May or early June, and now the highway is being resurfaced, and all the newly painted lines are obliterated.

This seems to me to be an unduly waste of highway funds, and I would appreciate an answer as to why this was done this way. To paint the lines again to me is a double expense.

Thank you

Mrs Dorothy Searls
Box 35
Sandy, Oregon - 97055

RECEIVED
STATE HWY ENGR
JUN 27 '78
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sig	Act	File
			✓			

6xy

8667 26

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
May 15, 1978

FILE:

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

TO: RON FAILMEZGER
Region Traffic Engineer

SUBJECT: SANDY WCL-ALDER CREEK SECTION
MT. HOOD HIGHWAY
PRELIMINARY STRIPING PLANS

You have raised two concerns about the bikepath proposed as part of the subject project: (1) the plans show that the path would be signed as a bikepath but would not be striped as such and (2) the striping plans as prepared will provide for a width at the left-turn refuges of barely four feet, or perhaps even less than four feet.

I've discussed the question of striping and lane widths with Hal Versteeg and Frank Terpin and have reached the following understanding.

> (1) There is a possibility in the near future of our striping standard for bikepaths being changed, so until that is resolved we are to only put a fog line down on this project.
>
> (2) The highway lane widths should be narrowed at the refuges to give a bikepath width of over four feet and preferably closer to five feet. I would suggest that a lane width of 11' 6" should give an appropriate bikepath width.

ELH/cr
cc Hal Versteeg
Frank Terpin
Bill Hoffman
Harry Woodward

1 Versteeg ✓
2 Christensen
George
3 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 16 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8667

STATE [illegible] 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-72	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-6-78	Oregon County Clackamas Project No. F-24(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sandy W.C.L. - Alder Creek Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-26-77	9.489

OTHER *(Specify)*

FUNDS pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT $1,409,464.00	FEDERAL FUNDS $1,209,320.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By for
Technical Services Engineer
(Title)
By
State Highway Engineer
(Title)
By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator MAR 6 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway. Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, February 24, 1978

Federal Aid Project
No. F-24(11)

Sandy WCL - Alder Creek Section
Mt. Hood Hwy. in Clackamas County

Project Agreement estimate.

Type Code P.E.

Preliminary Engineering	All	Required		$ 16,000.00

Type Code 6201
Pavement Overlay (Sta. "L" 743+22.74 thru Equa "EB" 806+43.77 = 22+52.32 to Sta. 449+87)

Mobilization	All	Required		$ 100,000.00
Temporary Protection and Direction of Traffic	All	Required		15,000.00
Temporary Signs	942	Sq.Ft.	4.00	3,768.00
Temporary Barricades	6	Only	50.00	300.00
Temporary Plastic Safety Markers	10	Only	50.00	500.00
Flagmen	2,400	Hour	17.00	40,800.00
Removal of Structures and Obstructions	All	Required		5,000.00
Aggregate Shoulders	3,900	Ton	5.00	19,500.00
Class "B" Asphalt Concrete Mixture	77,500	Ton	6.50	503,750.00
Asphalt Cement in Mixture	5,040	Ton	81.00	408,240.00
Asphalt in Tack Coat	100	Ton	110.00	11,000.00
8-inch Culvert Pipe	118	Lin.Ft.	10.00	1,180.00
Concrete Inlets, Type G-1	8	Only	250.00	2,000.00
Guard Rail, Type 2A	8,863	Lin.Ft.	6.50	57,609.50
Guard Rail Anchors, Type 1	18	Only	200.00	3,600.00
Guard Rail Anchors, Type 2	18	Only	300.00	5,400.00
Rail End Pieces, Type B	19	Only	50.00	950.00
Rail End Pieces, Type C	18	Only	90.00	1,620.00
Extra for 8-foot Posts	80	Only	8.00	640.00
Extra for Asphalt Approaches	158	Only	150.00	23,700.00
Drainage Curbs	7,355	Lin.Ft.	1.40	10,297.00
Adjusting Manholes	24	Only	120.00	2,880.00
Adjusting Inlets	47	Only	150.00	7,050.00
Adjusting Boxes	5	Only	150.00	750.00
				$1,225,534.50

Anticipated Items

Permanent Pavement Striping	(S.F.)	All Required	$ 9,300.00
Temporary Striping	(S.F.)	All Required	2,000.00
Temporary Erosion Control	(E.W.)	All Required	200.00
On the Job Trainees (2 @ $800)		All Required	1,600.00
			$ 13,100.00
		Subtotal	$1,238,634.50
		Engineering	154,829.50
		Total	$1,393,464.00

Length of Project - - - - - - - - - - - - - 9.489 miles
Cost of Roadway per mile - - - - - - - - $146,850.46

Retain in Program

Bikeway Signs and Striping	(S.F.)	All Required	$ 7,000.00
Adjust Water Vaults	(E.W.)	All Required	400.00
Furnish Field Laboratory Building	(E.W.)	All Required	2,500.00
			$ 9,900.00

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 16,000	$ 13,728	$ 2,272
Paving	1,393,464	1,195,592	197,872
Total	$1,409,464	$1,209,320	$200,144

Group 1 100%

Contract No. 8667

Prefix 3-1088

Prefix 3-1947

SANDY WCL - ALDER CREEK SECTION
MT. HOOD HWY. IN CLACKAMAS COUNTY

Nonparticipating Items

State Responsibility for Damages	All Required	$ 2,000.00

8667

26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region I - Milwaukie
February [illegible], 1978

FILE:

Ronald W. Failmezger

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

TO: DON STOUDENMEYER
Design Section

SUBJECT: PRELIMINARY STRIPING PLANS
Sandy West City Limits
Alder Creek Section
Mt. Hood Highway

I have notes on a copy of the preliminary striping plans additional locations where left turn medians should be installed in conjunction with the overlay. The striping plan calls for a bike lane on each side of the highway. On those locations where the original four lane highway was restriped to provide for a fourteen foot median and four twelve foot through lanes, there is insufficient room (about four feet against rail or sharp shoulder edge) to provide a bike lane. In order to provide for enough room on each side of the highway for the bike lane, it is suggested that in all median areas from Ten Eyck Road in Sandy to the east end of the project, the cross section should be a fourteen foot median with eleven foot through lanes. The normal four lane section should remain a four foot median and twleve foot through lanes.

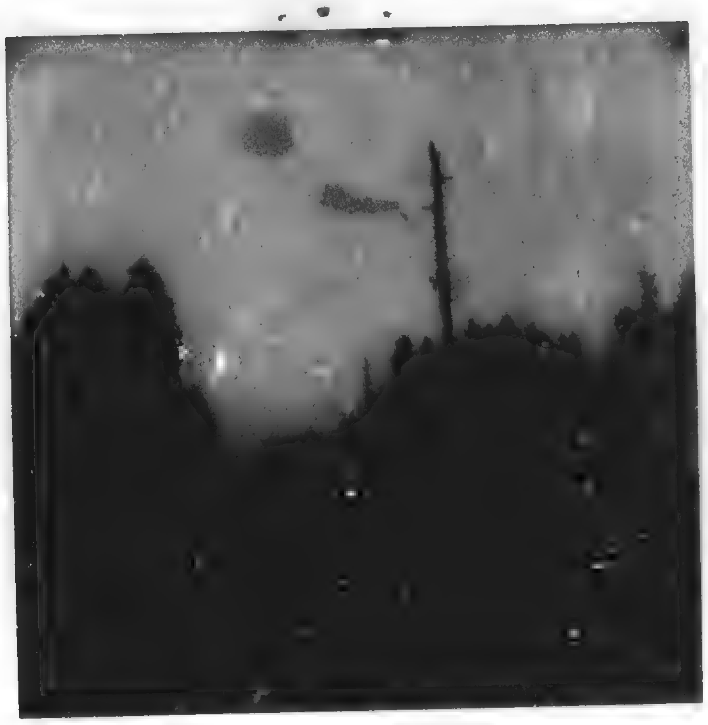
Lt. turns are all minimal

No, Use 12' med. + 12' lanes
Don
2-24-78

RWF/vwk

cc: Ed Hardt
Harry Woodward

Harry says
No buttons on bike lane
Snow conditions
Ron



8667.

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 10, 1978

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8667 for paving on the Sandy W.C.L.-Alder Creek Section of the Mt. Hood Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Seaboard Surety Company
90 William Street
New York, NY 10038

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Willard Hoffman

DON'T SAY IT—WRITE IT

To: Cecil Head, Commission Services, DOT, Salem Date 2/2/78

Return to: Ray Richards, Babler Bros., Inc.

MESSAGE:

Enclosed: Fully executed contracts - Sandy, WCL-Alder Creek Section - No. 8667

REPLY:

NOTED
C. [illegible] HEAD

RECEIVED
FEB 3 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Signed Date

DO NOT SNAP OUT CARBON
DETACH CANARY — FORWARD WHITE AND PINK

WHEN REPLYING DETACH CARBON — RETURN WHITE COPY
RETAIN PINK COPY FOR YOUR RECORD

8667

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Willard Hoffman
SAIF
Fran

January 31, 1978

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

Gentlemen:

The Oregon Transportation Commission on January 30, 1978, accepted your proposal for paving on the Sandy W.C.L.-Alder Creek Section of the Mt. Hood Highway in Clackamas County for the sum of $1,225,534.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8667.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy. The calendar workday count on this contract will begin March 1, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8667

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 9, 1978

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 26, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 26, 1978 on the following projects:

1. Sandy WCL-Alder Creek
   Mt. Hood Highway
   Clackamas County

   Paving

   A Class III bikeway will be incorporated in this project.

2. Lewis & Clark River Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Youngs Bay Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Same as No. 2.

4. Coos River Highway Junction
   Oregon Coast Highway
   Coos County

   Traffic signals

   Same as No. 2.

5. Oregon Coast Highway at Cemetery Road (Millington)
Oregon Coast Highway
Coos County

Grading and paving

Five-foot sidewalks will be constructed throughout the project.

6. Oregon Coast Highway at 11th Street (Bandon)
Oregon Coast Highway
Coos County

Traffic signals

Same as No. 2.

7. Chetco Avenue at Center Street (Brookings)
Oregon Coast Highway
Curry County

Traffic signals

Same as No. 2.

8. Elbow Lake-Gardiner
Oregon Coast Highway
Douglas County

Paving

Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

9. Lincoln County Line-Heceta Head
Oregon Coast Highway
Lincoln and Lane Counties

Paving

Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

10. 9th Street-3rd Street (Nyssa)
Commercial Street
Malheur County

Paving - 8-foot shoulder, parking provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

11. Pudding River Bridge
Nusom Road
Marion County

Grading, paving and structure. Grading and paving incidental to structure. 32-foot roadway provided.

Same as No. 10.

12. Burnside Bridge
City Street
Multnomah County

Deck surfacing

Same as No. 2.

13. Brownell Ditch-Hermiston Ditch
River Road
Umatilla County

Grading, paving and structure. Grading and paving incidental to structure. 40-foot roadway provided on structure.

Same as No. 10.

14. Elm Avenue- E Highland Avenue (Hermiston)
Umatilla-Stanfield Highway
Umatilla County

Traffic signals

Same as No. 2.

15. Warm Springs Jct-Willow Creek
Warm Springs Highway
Wasco County

Paving (overlay)

Same as No. 2.

16. Beaverton-Tigard Highway at Greenburg Road
Beaverton-Tigard Highway
Washington County

Traffic signals

Same as No. 2.

17. Bellvue-McMinnville
Salmon River Highway
Yamhill County

Grading, paving, structure and signing

Five-foot shoulders will be striped and signed as narrow, Class III bikeway.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

:8667

26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 20, 1977

Donald L Trout

FROM: Donald L. Trout
Office Engineer

TO: J. H. Versteeg
Engineering

SUBJECT: Material Sources
Sandy WCL-Alder Creek
Ski Bowl Frontage Rd.-Summit
Meadow Road and
Warm Springs Jct.-Willows

Difficulty has been encountered in getting sufficient data from Region 1 early enough to offer material sources on the above projects. In addition to the time problem there seems to be a question as to who is responsible to do what. For some time we have had an established procedure to get data from the Regions that is necessary for our plans and specifications, for permits, clearances, approvals, etc. This procedure has worked quite well in the past and I see no reason to change it. It was designed to accommodate all surface mining operations for construction projects. The procedure and responsibilities are as follows:

Region responsibilities include but are not limited to:

1. Finding a material source.
2. Assuring that we can control the use of it.
3. Test the material to see if it is of acceptable quality.
4. Recommend to the Engineering Section whether or not it is to be offered as prospective or mandatory.
5. Send to the Engineering Section adequate data to prepare the contract plans and specifications. This must include a map and representative cross-sections, designated areas for plant set-up, overburden, rejects, stockpiles, etc. A haul road must be provided if appropriate including recommendations on how it is to be maintained. Adequate information must be provided for any right-of-way required. Adequate information must be provided to write appropriate specifications. The specifications must include proper instructions to the contractor for the material he is to produce as well as any incidental controls we must place on his operation.
6. Send to the Engineering Section appropriate completed forms for their use in acquiring the proper permit from the Dept. of Geology and Mineral Industries.
7. Acquire any and all necessary permits, approvals, zone changes, variances, etc., from local governmental agencies. Send copies of this to the Engineering Section.

8. Acquire appropriate use permits or leases from the property owner. Send copies of this to the Engineering Section.

9. Obtain preliminary approval from the Dept. of Geology and Mineral Industries for long range multi-phase development and reclamation plans. This is generally only necessary on large operations that we will use over a long period of time.

10. Keep the Engineering Section Office informed of any significant changes in the development or reclamation plan or the operation being conducted at the site.

The above requirements must be completed and received in the Engineering Section a minimum of 18 weeks prior to contract letting for major projects and a minimum of 16 weeks prior to contract letting for minor projects.

Engineering Section responsibilities include but are not limited to:

1. Prepare the contract plans and specifications for the material source.

2. Send the appropriate surface mining permit application, development plan and reclamation plan to the Dept. of Geology and Mineral Industries for their review and comments.

3. Incorporate any necessary revisions or recommendations in the contract plans and specifications.

4. When it has been determined that the site will actually be used, notify the Dept. of Geology and Mineral Industries to complete their review and issue the appropriate permit. Send a purchase order to the Dept. of Geology and Mineral Industries for the permit fee.

5. When the appropriate permit is received, distribute it through the Construction Section to the Region and Resident Engineer.

6. On the yearly anniversary of the issuance of the permit process the annual report and renewal application by obtaining appropriate input from the Regions.

7. Notify the Dept. of Geology and Mineral Industries when operations are complete, when inactive periods of time are anticipated and when final reclamation is complete.

Sandy W.C.L.-Alder Creek Section (Brightwood Quarry)

The prime question, unsettled at this writing, is whether or not we can use and control the site. A party by the name of Stadley has a two year lease in the site that began this past summer. Efforts are apparently being tried through the BLM office to get a release from Stadley so we could use the site. There is also speculation that another contractor may have some influence on this lease. The last few days information for the plans and specifications is being hand carried to Salem as it becomes ready.

Ski Bowl Frontage Road-Summit Meadow Road and Warm Springs Jct.-Willows (Trillium Pit)

Although the Final Design Unit received a development plan for this site and have incorporated it into the plans we have now learned that the FHWA's contractor is operating in the site and will not be through until next summer (1978). The site is on U. S. Forest Service property and because of their lease to the FHWA will not let another contractor use the site until the first one is through. This is because of road maintenance stipulations in the lease.

It is felt that poor timing and inadquate planning contributed to the delay of these projects by not getting the critical questions answered some time ago.

DLT:jh

Versteeg
Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage
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DEC 22 1977
ENGINEERING SECTION
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cc: Klotz
Hardt } ab

8667

26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 20, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: J. H. Versteeg
Engineering

SUBJECT: Material Source Status Report
Sandy WCL-Alder Creek
Mt. Hood Highway
Clackamas County

Development plans for the material source (Brightwood Quarry) on the subject project have been received from the field and are presently being drafted up to be added to the project plans. Mr. Gano is bringing in additional information today, December 20, 1977, to show stockpile sites, reject sites, plant set up site and work areas.

Additional questions that need to be answered are: (1) Is access public or private? (2) Who is to maintain access road - contractor or Maintenance? (3) Special conditions of operation? and, (4) special conditions for leaving site. These questions have been addressed to Region by Mr. Trout.

A possible problem also exists which may preclude the use of this quarry. According to Marion Craft and Ed Hardt a small contractor presently has a one year lease from BLM and is now working in the quarry. They are looking into this matter to come to a decision as to whether we do or do not have a material source to offer.

An answer must be obtained this week if a January 26th letting date is to be maintained.

DOC:ab
cc: F. Eriksen

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 22 1977
ENGINEERING SECTION

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Do Not File
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Bring Up / /
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8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

November 23, 1977

[illegible] BY
[illegible]

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: OVERLAY CONTRACT
Sandy to Alder Creek
Material Source

TO: ROBERT N. BOTHMAN
Metro Administrator

NOTED
E. S. HUNTER

A question regarding State-controlled material sources on the Sandy to Alder Creek overlay caused the project to be pulled two days before the bid opening date. This caused, as you might imagine, considerable consternation amongst those involved, as well as the contracting industry.

The problem revolved around a statement in the proposal that "No State-controlled sources are being offered for use on this project." The bidders became aware that there is a BLM quarry near Brightwood that the Highway Division has some control over which is a logical source. Due to the above-mentioned specification, it was not clear whether the contractors could use this source and, if so, what requirements, such as a royalty, would be imposed. The plot thickened when the bidders learned that one and only one contractor has some kind of special easement into the quarry, giving him a decided edge over all the other bidders.

The project has been pulled and will be readvertised for the January bid opening. Dan Gano is presently working on clearing up all these questions so that all bidders will have equal opportunity to use this quarry if they so desire.

My purpose in bringing this to your attention is not to generate a witch hunt, but to point out the fact that all prospective material sources on any of our overlay projects, as well as the more complex projects, should be well investigated before the job is turned into Salem, in order that this kind of problem doesn't occur again.

ELH/cr/ggw

cc: E. S. Hunter
C. T. Keasey
Hal Versteeg
Dan Gano

RECEIVED
TECHNICAL SERVICES
NOV 28 '77
REFER TO
FOR

Info	Invest	N/D	C/R	Sign	Att	File

8667 26

10-28-77

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 14, 1977

FILE:

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Sandy WCL-Alder Creek Section
Mt. Hood Highway
Clackamas County

TO: Elmer Scofield
Traffic Unit

Please work up a signing and striping plan for a bikeway on the subject section.

Al Shafer will see you about this.
DNS

1 Versteeg ✓
2 Christensen ✓
George
Olson
Terpin
Sullivan copy
Scott
Savage

RECEIVED
SEP 15 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

DNS:jp
cc Ed Hardt
Art Brummitt
Duane Chistensen

10-4-77

Correct striping plan to standard refuge design
Check with Shaffer on bikepath

no bikepath 10-28-77
DNS

REFERRED TO
Beard Dorn
Cole Sample
✓ Eriksen FE Watson
Heger Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8667

26

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/19/77
Donald L. Bont

11-17-77 Bid Letting ____________ All Clear Deadline

SECTION SANDY WCL-ALDER CREEK
Highway Mt. Hood
County Clackamas Region 1
Type of Work Overlay Funds FA
State __ Consultant __ Plans Avail. __ Yes __ No
F-24(1)

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☒	☐	☐	☐	☐
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

Brightwood

Rd Maint. @ Direction of Engineer

Fire fighting @ per standard Spec's

Present Contractor may be out by March 1, 1978

Should have something by the end of next week (Dec. 30 '77) for sure on this.

8667 26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 19, 1977

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Sandy WCL-Alder Creek
Mt. Hood Highway
Clackamas County

TO: MEMO TO THE FILES

I reviewed the accident history (previous five years) on this section (M.P. 23.45 to M.P. 33.21) with Duane Hoffstetter a few days ago.

The computer data for this section did not indicate any specific problem areas and the accident rate is average or below the State average.

1 Vornberg ✓
2 Christensen Doz
[illegible]
[illegible]
[illegible]
Sullivan
[illegible]
[illegible]

RECEIVED
SEP 20 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

FE:az
cc: Ed Hardt
Duane Hoffstetter
Tom Iwen

26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

September 16, 1977

FILE:

Ronald W. Failmezger

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

TO: MARION CRAFT
Region Construction Engineer

SUBJECT: STRIPING
SANDY WEST CITY LIMITS
ALDER CREEK SECTION
Mt. Hood Hwy. Paving Overlay

In reviewing the preliminary plans for the subject project, it is noted that the striping shown is what was on the original project. There have been some changes in the striping on this section of roadway.

In 1970 left turn refuges were added at several of the minor intersecting roads using the shoulder width to restripe. The attached letter shows the road and mile point and the date when each was installed. These should be incorporated in the new project. A sketch is attached showing the striping dimensions.

In May of 1976 I was asked to look at left turn conditions east of Sandy between mile point 26.23 to 26.43. This is a commercial build up area where there is a moderate left turn demand which has resulted in a higher than normal injury rate for accidents. It is recommended that when this overlay is completed, the section be restriped allowing for a median lane through this commercial build up area. Curb parking would need to be prohibited through this section. This should be no problem since off-street parking is available.

1 Versteeg Don ✓
2 Christensen
George
3 Olsen Dnf
Turpin
Sullivan
Scott
Trout
RECEIVED
SEP 21 1977
ENGINEERING SECTION
Do Not File ☐
Return To
Bring Up / /
Action

RWF/vwk
Attachment
cc: Bill Hoffman
Harry Woodward

DS RE RME ROE
TE RECEIVED RSM
UE SEP 16 1977 RSC
SO REGION 1 RBI

9-26-77 Will revise striping to new plan. Dnf

REFERRED TO
Beard Dorn
Cole Sample
✓ Eriksen FE Watson
Hager Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

CC. Duan Christensen with attached.

Portland, Oregon 97202
September 24, 1970

L. V. Rulien
Regional Engineer
OFFICE

Left Turn Refuges
Mt. Hood Highway
Sandy-Alder Creek Section
Assignment 50-RNB

I am unable to get ahold of the report made by the Traffic Section concerning proposed left turn lanes on the Sandy-Alder Creek Section of the Mt. Hood Highway. I have looked at all the locations in the field and the following are comments concerning each location:

1. M.P. 25.12 Langensand Road Oct 13, 1970

   This intersection is within the city limits of Sandy. There is a posted 45 MPH speed zone. There are some houses close to the north shoulder.

2. M.P. 25.55 Scenic Way Oct. 13, 1970

   This is a connection to the Old Highway.

3. M.P. 26.67 County Dump Access April 6, 1971

   There is presently not even a cut in the center line striping for this access. The highway is on a curve right.

4. M.P. 28.28 Connection to Old Highway April 26, 1971

   The highway is on a long sweeping curve.

5. M.P. 28.76 McCabe Road April 28, 1971

   The highway is tangent.

6. M.P. 28.89 Pioneer Way Connection to Old Highway May 10, 1971

7. M.P. 31.42 Baty Road and Terra Fern Drive May 18, 1971

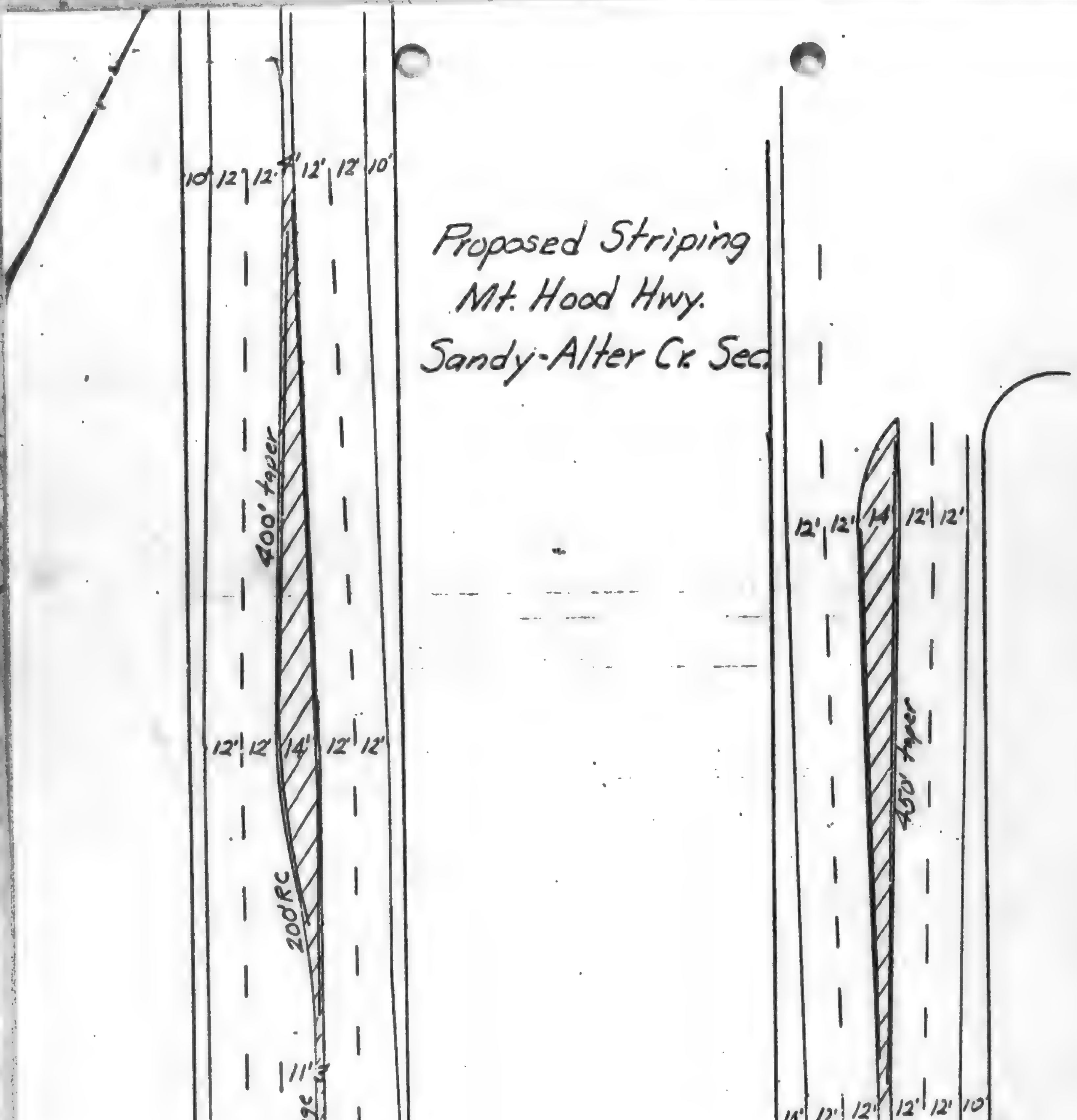
   This is the only cross type intersection.

8. M.P. 32.44 Cherryville Drive Connection to Old Highway

   Highway is on an eastbound down grade and is tangent.

   Nov. 3, 1971

Proposed Striping
Mt. Hood Hwy.
Sandy-Alter Cr. Sec.



8667

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F 24(11)

STATE PROJECT NO. See Below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70130

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 6-10-77

FEDERAL ROUTE NUMBER Primary 24

STATE ROUTE NUMBER Primary 26

RECEIVED
STATE HWY ENGR
JUN 16 '77
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

GENERAL LOCATION:

"Sandy WCL-Alder Creek Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Not to exceed TEC $22,000- FF $18,876
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's May 26, 1977 letter I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

You are authorized to proceed with the work as shown above.

DATE 6-10-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—389-787

8667

8

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 19, 1977

Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Proposed Overlay Projects:
a) Mt. Hood Highway, U.S. 26
Sandy East City Limits to Alder Creek
b) Mt. Hood Highway, U.S. 26
Timberline Highway to Summit Meadows Road

Clackamas County

These two projects involve overlays for the existing paved surface only. No roadside drainage or shoulder improvements are included.

The projects have been assessed for their potential impact on the quality of the human environment. No right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. It is recommended that these projects be considered a non-major action and be included under the Statewide Safety Assessment.

GAP:cjh

cc: E. S. Hunter✓
R. N. Bothman
Jef Kaiser
Bill Kappus-FHWA

RECEIVED
STATE HWY ENGR
APR 20 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8667

FORM E-30 (REV. 10-69)

Routing
1 Barbee
2 Hall
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
MAR 24 1970
DESIGN
DIVISION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

March 24, 1970
Salem, Oregon

SUBJECT: Weigh Scale Site
Sandy-Alder Creek
Mt. Hood #26

To: Mr. Jay Barbee
Design Engineer

DIVISION

Don Haller, Asst. Division Engineer, made a field review of the existing highway and right of way between Sandy and Alder Creek for a possible eastbound scale site and it was his conclusion that there is no feasible location for such an installation unless additional right of way is obtained or extensive excavation requiring wasting of the material is involved.

A scale site requires a minimum of right of way beyond the ditch line of approximately 40' x 1,000' with 250' of taper from 0' - 40' on each end. To attempt to purchase right of way of this magnitude after the section of highway has been constructed and abutting property adjusted would likely require condemnation proceedings with the resultant ill-will and adverse public relations.

Areas where additional right of way would not be required are cut or fill sections and would require nearly 100% waste or borrow of materials which, in addition to being extremely costly, would necessitate obtaining a waste or borrow site.

Mr. Terpin advises that the original site and the presently proposed site are the only feasible locations within the limits of the Alder Creek-Wildwood Section. He can supply the estimate of additional cost involved between these two sites which I understand is approximately $50,000.

The Mt. Hood Highway is a major east-west route and weighing facilities are considered a necessity to adequately control weights and to protect our highways from damage.

As no other site for an eastbound scale is presently available it is requested that the Bureau of Land Management be petitioned again for the right of way needed to install the scale at the site last proposed.

Barbee —
Hageman said to disregard this letter
F. Hall

John F. Hagemann
John F. Hagemann
Asst. Director of Permits

JFH:jf
cc: C. C. Deyo

SP*52475-734

8668 Lewis & Clark Bridge on 1978
Warrenton Hwy. in Warrenton
(Maintenance painting)

7661

2

September 12, 1979

American Insurance Company
Attn: Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

Gentlemen:

Contract No. 8668 awarded to Interstate Coatings, Inc., for maintenance painting on the Lewis and Clark River Bridge of the Warrenton Highway in Clatsop County was completed on July 23, 1979, and accepted by the State Highway Engineer on September 10, 1979.

Final payment in the amount of $2,743.43 will be released to the contractor after September 17, 1979. The total contract amount is $54,869.00 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc: Interstate Coatings, Inc.
7525 N.E. 47th Avenue
Vancouver, WA 98661

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

FORM 81-794-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lewis & Clark River Bridge

WEEK ENDING: August 4, 1979

SECTION PREFIX: 104-4226

HIGHWAY: Warrenton

COUNTY: Clatsop

NAME OF JOB: Lewis & Clark River Bridge

KIND OF WORK: Maintenance Painting

CONTRACTOR: Inte

CONTRACT NUMBER: 8668

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: January 30, 1978

DATE WORK STARTED: May 12, 1978

ESTIMATED COMPLETION DATE: July 23, 1979

SPECIFIED WORK DAYS: 90

WORK DAYS USED: 78

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 87

PROJECT AUTHORIZATION: $ 62,825.01

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 57,338.11

ENGINEERING AUTHORIZATION: $ 5,486.90

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 115

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 57,338.11

ENGINEERING COST TO DATE: $ 15,000.00

DATE PROJECT WAS COMPLETED: July 23, 1979

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 273 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MIXED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	311C							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	29	Fair	78		
MONDAY	30	Fair	78		
TUESDAY	31	Fair	78		
WEDNESDAY	1	Cloudy	78		
THURSDAY	2	Cloudy	78		
FRIDAY	3	Cloudy	78		
SATURDAY	4		78		

RECEIVED
AUG 6 1979
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins X
Williams
Johnson
Glenn

Richards
Berg
[illegible]
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 29	No activity
MONDAY 30	No activity
TUESDAY 31	Final Inspection by Ted Litchfield, Ed Payton, Chet Anderson, George Baker, Roy Swanson and the Contractor's Representative. Minor items were corrected and the project was cleaned up.
WEDNESDAY 1	No activity
THURSDAY 2	No activity
FRIDAY 3	No activity
SATURDAY 4	No activity

REMARKS

This week the final inspection was conducted on the project. all items were corrected.

Time was stopped on July 23, 1979. This will be the last report on this project.

SIGNED Robert M Walling for Chet Anderson LOCATION Astoria

[illegible] SUBMIT 3 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 5 COPIES.

[illegible]

8668

[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 6, 1979
Salem, Oregon

FILE:

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Construction Engineering Costs

TO: C. T. Keasey
ASST. STATE HIGHWAY ENGINEER

Engineering charges for supervision and inspection of projects within this Region are high and will continue to be high until certain projects within the Region are completed. The charges which are overrunning the most are those for the inspection of the painting projects in Astoria, which do not allow much flexibility. When the painters are working, there will be inspectors on those projects unless the Region receives instructions to the contrary. There is, unfortunately, no other way to provide assurance that we are obtaining the specified results. This applies to contract nos. 8470, 8668, and 8669. The other two bridge contracts, contract nos. 8651 and 8726, have not progressed at a satisfactory rate and have required undue amounts of inspection time.

Other projects, with two exceptions, do not appear to be doing badly so far as engineering charges are concerned. Contract no. 8767 took a beating when we we required to send crews to the project on per diem for extended periods of time to respond to pressure from the contractor. We could have refused to do this, but I doubt that our refusal would have been upheld by your office. Contract nos. 8788 and 8752 were held up by weather and utility conflicts and reflect the additional time involved.

I do not expect the engineering cost picture to change for the better until we are finished with these jobs. We will continue to be plaqued with a lack of experienced help and will only be able to obtain increased efficiency if we can train and retain our field personnel.

COF/rgl

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
MAR - 7 '79
REFER TO
FOR

Info	Invest	P/D	O/R	Sign	Act	File

8668

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 7, 1978

Interstate Coatings, Inc.
P. O. Box 68888
Seattle, WA 98188

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8668 for maintenance painting on the Le [illegible] Clark River Bridge of the Warrenton [illegible] in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fsm
Enclosure

cc The American Insurance Company
121 S.W. Salmon St., Suite 900
Portland, OR 97204

G. T. Kessey
Walt Hart
Robert Church
C. O. Fredrickson
Chet Anderson
Jim Kinne

8668

January 31, 1978

Interstate Coatings, Inc.
P. O. Box 68888
734 S. Chicago St.
Seattle, WA 98188

Gentlemen:

Enclosed are three copies of Contract No. 8668 awarded to you on January 30, 1978, for maintenance painting on the Lewis & Clark River Bridge on the Warrenton Highway in Clatsop County in the amount of $54,869.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 1, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosures

bc C. T. Keasey
Walt Hart
Robert Church
C. O. Fredrickson
Chester Anderson

8669 Youngs Bay Bridge on the 1978
Warrenton Hwy. in Astoria
(Maintenance painting)

#8669 2

August 3, 1979

United Pacific Insurance Co.,
Fidelity & Surety Department
P.O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8669 awarded to We Painters, Inc. for maintenance painting of the Youngs Bay Bridge on the Warrenton Highway in Clatsop County was completed on June 6, 1979, and accepted by the State Highway Engineer on August 1, 1979.

Final payment in the amount of $3,650.00 will be released to the contractor after August 8, 1979. The total contract amount is $73,000.00 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Reed
COMMISSION SERVICES

cc: We Painters, Inc.
P.O. Box 334
Lynnwood, WA 98036

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

FKN/mdd

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

July 31, 1979

RDChurch for

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract 8669, Work Completed June 6, 1979

Project Youngs Bay Bridge

Highway Warrenton

County Clatsop

Type of Work Maint. Painting

Contractor We Painters, Inc.

Recommended Acceptance Date August 1, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

APPROVED

For

STATE HIGHWAY ENGINEER

Date 8/2/79

8-2
orig to Ac Head
cy to Construction

8-3 9-6

8669

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Youngs bay Bridge

WEEK ENDING: June 9, 1979

SECTION PREFIX: 104-4227

HIGHWAY: Warrenton

COUNTY: Clatsop

NAME OF JOB: Youngs Bay Bridge

KIND OF WORK: Maintenance Painting

CONTRACTOR: We Painters, Inc.

CONTRACT NUMBER: 8669

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: January 30, 1978

DATE WORK STARTED: June 9, 1978

ESTIMATED COMPLETION DATE:

SPECIFIED WORK DAYS 90

WORK DAYS USED 68

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 4 SUPERVISION: 1

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 76

PROJECT AUTHORIZATION: $ 83,585.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 76,285.00

ENGINEERING AUTHORIZATION $ 7,300.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 103

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 76,285.00

ENGINEERING COST TO DATE $ 13,500.00

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 185 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Aircompressor Paint pot

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	330H							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Cloudy & Windy	0		
MONDAY 4	Cloudy	0		
TUESDAY 5	Cloudy & Shwrs	0		
WEDNESDAY 6	Overcast & Shwrs	0		
THURSDAY 7	Partly Cloudy	0		
FRIDAY 8	Fair	0		
SATURDAY 9		0		

RECEIVED
JUN 12 1979
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlow
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3	Applied the first color coat to bay 2 & 3 of the south span and the 2nd color coat to bay 5 & 6 of the north span and the left handrail of the south span.
MONDAY 4	Applied the second color coat to the handrail and both spans to complete the painting.
TUESDAY 5	Installed the left sidewalk. Touched up low areas.
6 WEDNESDAY	Cleaned up the project and moved out.
7 THURSDAY	No activity all the rest of this week.
8 FRIDAY	
SATURDAY 9	

REMARKS

This week the contractor finished the painting of the structure, cleaned up and moved off the project. The work day count was stopped on June 6, 1979. The semi-final data will be submitted approximately July 15, 1979. This will be the final report.

SIGNED Robert M Walling for Chet Anderson LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8114 8

[illegible]

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
March 6, 1979
Salem, Oregon

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Construction Engineering Costs

TO: C. T. Keasey
ASST. STATE HIGHWAY ENGINEER

Engineering charges for supervision and inspection of projects within this Region are high and will continue to be high until certain projects within the Region are completed. The charges which are overrunning the most are those for the inspection of the painting projects in Astoria, which do not allow much flexibility. When the painters are working, there will be inspectors on those projects unless the Region receives instructions to the contrary. There is, unfortunately, no other way to provide assurance that we are obtaining the specified results. This applies to contract nos. 8470, 8668, and 8669. The other two bridge contracts, contract nos. 8651 and 8726, have not progressed at a satisfactory rate and have required undue amounts of inspection time.

Other projects, with two exceptions, do not appear to be doing badly so far as engineering charges are concerned. Contract no. 8767 took a beating when we we required to send crews to the project on per diem for extended periods of time to respond to pressure from the contractor. We could have refused to do this, but I doubt that our refusal would have been upheld by your office. Contract nos. 8788 and 8752 were held up by weather and utility conflicts and reflect the additional time involved.

I do not expect the engineering cost picture to change for the better until we are finished with these jobs. We will continue to be plaqued with a lack of experienced help and will only be able to obtain increased efficiency if we can train and retain our field personnel.

COF/rgl

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
MAR -7'79
REFER TO
FOR

Info	Instr	P/D	O/R	Sign	Act	File

8669

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 1, 1978

We Painters, Inc.
P. O. Box 234
Lynnwood, WA 98036

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8669 for maintenance painting on the Youngs Bay Bridge on the Warrenton Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
C. O. Fredrickson
Chester Andersen

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 14, 1978

We Painters, Inc.
P. O. Box 334
Lynnwood, WA 98036

Gentlemen:

On Contract No. 6069 awarded to you, the State Insurance Division has notified us that they cannot approve Paula M. McCoy signing as Attorney-in-Fact for United Pacific Insurance Company as there is no Power of Attorney on file for her.

We cannot accept a Power of Attorney sent to us. All our contracts are cleared through the Insurance Division as to authority of the Attorney-in-Fact.

Please ask United Pacific Insurance Company to file a Power of Attorney for Paula M. McCoy with the Insurance Division, 158 - 12th Street N.E., Salem, OR 97310. There is a registration fee of $5.

If they do not wish to file a Power of Attorney, please ask them to have someone sign who has proper authorization and return the two copies of this contract to our office (121 Transportation Bldg., Salem, OR 97310).

Very truly yours,

C. W. Head

C. W. Head
COMMISSION SERVICES

dda
Enclosures

NOTED
C. W. HEAD

RECEIVED
FEB 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2/21/78
United Pacific Insurance Company will take care of this immediately

Please advise if you don't receive the filing within the next few days.
Paula M. McCoy

8669

January 31, 1978

We Painters, Inc.
P. O. Box 334
Lynnwood, WA 98036

Gentlemen:

Enclosed are three copies of Contract No. 8669 awarded to you on January 30, 1978, for maintenance painting on the Youngs Bay Bridge on the Warrenton Highway in Clatsop County in the amount of $73,000.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 1, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosures

bc C. T. Keasey
Walt Hart
Robert Church
C. O. Fredrickson
Chester Anderson

8669

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: January 30, 1978

E S Hunter

FROM: E. S. Hunter
Technical Services Engineer

SUBJECT:

At about 3:30 p.m., January 30, 1978, I received a call from a representative of Wee Painters, Inc., low bidder on the Youngs Bay Bridge painting project, on which bids were received January 26.

The representative stated that it was obvious to him that he had made a series of small errors in preparing his bid because his price was so much lower than the second low bidder. He indicated that he had been over the bridge site last weekend and discovered that the thickness of the paint to be removed was greater than he had expected, as he had thought the paint had been totally removed in a prior painting project. He indicated that he was going to talk with our Resident Engineer with regard to disposal and/or storage of the sand to be used in blasting. I did not fully understand what this had to do with the project other than it appeared that he now has doubts that he can execute the job in the manner in which he had planned while preparing his bid.

During the conversation, he appeared to be somewhat nervous and fishing for some clues as to how to go about getting out of the bid and save his bid bond. I simply told him that the project was to be awarded to his firm and that if he wished to be relieved of the bid, he would have to immediately respond with factual data substantiating that request. He indicated that he had an appointment with the Resident Engineer on Thursday, and that he would be in here on Friday if he wished to request relief from his bid. I advised him that I planned to be in the office that day; however, he should call in advance and make an appointment. He said that he would do so; however, he expected to be able to proceed with the project even though he might only break even.

ESH:ja

cc Walt Barrie
Walt Hart

81-125-1387

8670 Coos River Hwy. Jct. Sec. 1978
of Oreg Coast Hwy south of Coos
Bay (Traffic signal instal.)

C&A 3716 3-22-78 (See #7256)

#8670

November 30, 1978

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8670 awarded to Sims Electric, Inc. for traffic signal installation at the Coos River Highway Junction Section of the Oregon Coast Highway in Coos County was completed on September 13, 1978, and accepted by the State Highway Engineer on November 28, 1978.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 5, 1978.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

hkr

cc: Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

bc: C. T. Kassey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

#8670

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 2, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-2-2(3)

Contract 8670, Work Completed 9/13/78

Project Coos River Hwy. Jct.

Highway Oregon Coast

County Coos

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 11-20-78

G.K. Hossner
for G. L. Green
Division Administrator

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
NOV 27 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
NOV 24 1978
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

8670 9

NARRATIVE REPORT

Oregon Coast Hwy.
@ Coos River Jct.
Coos County

Contract No. 8670
F.A. #F-2-2 (3)
Prefix: 6-1052

On January 30, 1978, The Oregon Transportation Commission awarded a Traffic Signal Installation to Sims Electric Inc., of Roseburg, Contract # 8670, on the Oregon Coast Highway @ Coos River Jct. in Coos County.

Except for the usual delays, waiting for materials, this installation went smooth.

The poles were delivered on the job with several scratches from shipping and had to be touched up with a zinc rich paint.

The supervisory circuit over Colbank Slough couldn't be raised as high as it should have been for clearance without paying Pacific Power & Light for raising their service and then it would only have gained 10' or 15' on one end. The supervisory circuit to Johnson isn't hooked up since they are changing the cycle from 55 seconds to 70 seconds for peak traffic conditions at Coos River Junction, it can't be put into service.

The signals in Coos Bay are on flashing operation from 11p.m. to 6a.m. Since the operation at night for truck traffic would operate much smoother with the same pattern, the equipment was added by State Forces to include this operation also at Flanagan and Edwards.

The side street loops on Flanagan are out from breakup of the pavement. The State may pave the side street so new loops can be installed since they never had any luck in getting the County to patch the street.

Versteeg
Christensen
George
Olson
Terpin
Sullivan Copy
Scott
Amundsen

RECEIVED
OCT 12 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

STATEMENT OF OVERRUNS & UNDERRUNS

Contract No. 8670
Prefix No. 6-1052

Oregon Coast Hwy. @
Coos River Jct.
Coos County

ITEM	ORIGINAL AMOUNT	SEMI-FINAL ESTIMATE	+ or -
Contract Bid Items	26,964.00	26,478.00	1.8
Anticipated Items	2,100.00	2,100.00	0
Contingencies	1,307.88	---	
Liquidated Damages	---	<100.00>	
Engineering	2,906.40	2,906.40	---
Total -----	33,278.28	31,384.40	-5.7

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	Temporary Protection & Direction of Traffic	L.S.	100%	100%	0
2.	Temporary Signs	Sq.Ft.	166	93.3	-43.8

Signing of the Southbound lane was not necessary because work was performed in a median strip or on the Northbound Shoulder.

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
3.	Flagmen	Hour	60	47	-21.7

Flagmen were used as needed.

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
4.	Traffic Signal Installation Complete	L.S.	100%	All	0

8670

8

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Coos River Jct. Hwy.

WEEK ENDING: September 30, 1978

SECTION PREFIX: 6-1052

HIGHWAY: Oregon Coast

COUNTY: Coos

NAME OF JOB: Coos River Jct. Hwy.

KIND OF WORK: Traffic Signals

CONTRACTOR: Sims Electric Inc.

CONTRACT NUMBER: 8670

FEDERAL AID PROJECT NUMBER: F-2-2 (3)

DATE OF CONTRACT: January 30, 1978

DATE WORK STARTED: May 1, 1978

ESTIMATED COMPLETION DATE: September 13, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 202

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 101

PROJECT AUTHORIZATION: $ 33,278.26

EXCLUSIVE OF ENGINEERING: $ 30,371.86

ENGINEERING AUTHORIZATION: $ 2,906.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 30,371.86

ENGINEERING COST TO DATE: $ 2,200.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 76 %

DATE PROJECT WAS COMPLETED: September 13, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Fair	0		
MONDAY 25	Fair	0		
TUESDAY 26	Fair	0		
WEDNESDAY 27	Fair	0		
THURSDAY 28	Fair	0		
FRIDAY 29	Fair	0		
SATURDAY 30		0		

K

RECEIVED
OCT 1 1978
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No work.
MONDAY 25	No work.
TUESDAY 26	No work.
WEDNESDAY 27	No work.
THURSDAY 28	No work.
FRIDAY 29	No work.
SATURDAY 30	No work.

REMARKS

Semi-Final should be shipped to Region next Friday, October 6th, 1978

SIGNED Dave Parker For E. H. Ash
Res. Engr.
LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#8670 9

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-625-985

STATE COPY

8-8-78

cc: State ✓ (H. S. Coulter)

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Coos	DIVISION Oregon

IN COMPANY WITH
Eugene Ash, Resident Engineer, ODOT (Coquille)

DATE OF INSPECTION 8-8-78	INSPECTION MADE BY Vincent J. Tabor, Asst. Area Engineer	PROJECT NO. F-2-2(3)

QUALITY OF WORK* -----	PROGRESS OF WORK Satisfactory	TIME ELAPSED 89 %	WORK COMPLETED 68 %

COOS RIVER JUNCTION HWY. @ OREGON COAST HWY.
Traffic Signal Installation

The project provides for the installation of two phase signals at the Y-intersection of the Coos River Junction Highway with US101 northbound. The signal is interconnected with signals at Edwards Street (south) and Flanagan and Johnson Sts. to the north.

Contract work is substantially complete except for the controller and several signal heads. The contractor is experiencing difficulty with controller functions, and adjustments are being made at present.

Signal poles have been scarred during shipment, and a deep-gray zinc rich paint has been used for touch-up. This retouching is widespread, therefore, the R.E. feels that the poles will need a surface coat of metallic silver for appearance. I agree with the Resident's determination.

The project should be completed by the end of August if the controller passes the follow-up inspection.

RECEIVED
STATE HWY ENGR
AUG 17 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM FHWA-1448 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8/7.

ROBERT W. STRAUB
Governor

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Medford Fuller
2621 Highway 101 So.
Coos Bay OR 97420

July 10, 1978

Dear Mr. Fuller:

Your letter of June 28 addressed to the Highway Division in Salem has been referred to this office for a reply.

We have recently awarded a contract and some work has already been done on the installation of an additional traffic signal at the connection to Eastside. When that signal is installed, which we anticipate before the beginning of the new school year, the signal at Edwards Street and at Flanagan Street will be inter-connected with the new signal and we feel that this will be a big improvement to the safe and expeditious flow of the traffic through the Bunker Hill area.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

cc H. S. Coulter

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 11 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

June 28, 1978

Oregon State Transportation Dept.
Highway Division
Transportation Bldg.
Salem, OR

Subject: Traffic Control Signals

Dear Sirs:

This my first and only letter to your agency but I believe that it has merit. I feel certain that one of the major goals of the Highway Division is to promote a smooth flow of traffic in all areas.

The area needing immediate attention, with hardly any cash outlay, is locally known as the Bunker Hill suburb of Coos Bay and extends from Coalbank Slough bridge to the South edge of Coos Bay city limits.

There is evidence you plan changes at the spot where the Eastside exit leaves 101 but the critical area is one block nearer Coos Bay.

A new traffic control light has been installed at Flanagan Street and 101. Before the light was operational, everyone will confirm that the traffic situation was bad with even local Eastside traffic in winter months backing up to Coalbank Slough. Now with the tourists, the situation has become impossible with even longer stalled lines.

The engineer specs have resulted in a control that has the intervals all wrong. 101 traffic is being held for too long to permit two, maybe three cars to enter from Flanagan and going thru' its sequences when there is no off-street traffic at all.

The signal should be changed to a trip light of very short duration similar to the signal at the North end of the Bay Bridge on 101 near North Bend.

A bad situation could certainly be made bearable if, after your consideration, the above change could be made.

Your looking into this matter at the earliest will be appreciated; contacting the Coos Bay Area highway engineer would help.

Respectfully yours,
Medford Fuller
Medford Fuller
2621 Highway 101 So.
Coos Bay, OR 97420

RECEIVED
DOT OPERATIONS

JUN 29 '78

REFER TO
Courter

73

FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓		✓	

NOTED

#8670

8

March 22, 1978

Board of County Commissioners
Coos County
P. O. Box 190
Coquille, OR 97423

Attention: Mary Ann Wilson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 3716

Gentlemen:

Attached for your records is a fully executed copy of a letter-form supplemental agreement relieving the County of the responsibility of maintaining traffic signals on the Oregon Coast Highway at Flanagan Avenue and Edwards Street in the Bunker Hill area south of Coos Bay.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8670

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-41	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-6-78	Oregon County Coos Project No. F-2-2(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Coos River Highway Jct. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-4-78	0.00
OTHER *(Specify)*		

FUNDS pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 32,373.00	$ 27,776.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By J H Vustey for
Technical Services Engineer
(Title)
By
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator MAR 6 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, February 24, 1978

Federal Aid PRoject
No. F-2-2(3)

Coos River Highway Jct. Section
Oregon Coast Highway
Coos County

Project agreement estimate.

Type Code Y031
Signal

Temporary Protection and Direction of Traffic	All Required		$ 600.00
Temporary Signs	166 Sq.Ft.	4.00	664.00
Flagmen	60 Hour	15.00	900.00
Traffic Signal Installation, Complete	All Required		24,800.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 500.00
Modify Existing Controllers (S.F.)	All Required	1,000.00
		$ 1,500.00

Subtotal	$28,464.00
Engineering	3,309.00
Engineering (Signal Controller Testing)	600.00
Total	$32,373.00

Length of Project - - - - - - - - - - - - 0.00 mile

Federal Funds (85.8%) - - - - - - - - - -	$27,776
State Funds - - - - - - - - - - - - - - -	4,597
Total	$32,373

Group 1 100%

Contract No. 8670

Prefix 6-1052

8670

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Alfred Shirley
Eugene Ash
L. E. George

February 21, 1978

Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8670 for traffic signal installation on the Coos River Highway Junction Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddm
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC, INC.
721 S. E. OAK AVE.
ROSEBURG, OREGON 97470

RAY O. SIMS, PRESIDENT
WM. H. SIMS, VICE PRESIDENT
W. D. MATTSON, VICE PRESIDENT
C. W. WAKEFIELD, SECRETARY
GLENN B. CLUTE, ASSIST. SEC.

February 14, 1978

Dept. of Transportation
Transportation Building
Room 121
Salem, OR 97310

Attention: Mr. C.W. Head

Reference: Contract #8673 and #8670

Dear Sir:

We are returning both copies of these contracts with signatures as requested in your letter of February 13. Also is enclosed a copy of the power of attorney from United Pacific Insurance Co. Please advise if there is anything further needed in this regard.

Very truly yours,

SIMS ELECTRIC, INC.

William Sims

William H. Sims

WHS:km
Enclosures

RECEIVED
FEB 16 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OFFICES IN ROSEBURG and MEDFORD
PHONE·
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC, INC.
721 S. E. OAK AVE.
ROSEBURG, OREGON 97470

RAY O. SIMS, PRESIDENT
WM. H. SIMS, VICE PRESIDENT
W. D. MATTSON, VICE PRESIDENT
C. W. WAKEFIELD, SECRETARY
GLENN B. CLUTE, ASSIST. SEC.

February 2, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

Gentlemen:

Enclosed please find two signed copies each of contract number 8670 and 8673 as per your instructions.

Very truly yours,

SIMS ELECTRIC, INC.

William H. Sims

William H. Sims

WHS:km
Enclosures - 4

[illegible]

RECEIVED
FEB 7 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc C. T. Keasey
Walt Hart
Alfred Shirley
Eugene Ash

February 13, 1978

Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

Gentlemen:

We are returning two copies each of Contract Nos. 8673 and 8670 for traffic signal installations on Chetco Avenue at Center Street in Brookings, Curry County, and at the Coos River Highway Junction on the Oregon Coast Highway in Coos County.

We note that Glenn B. Clute, Assistant Secretary, has signed for your corporation. The President and the Secretary of a corporation are required to sign the contracts. If Glenn B. Clute is authorized to sign the contracts in behalf of the corporation, a certified copy of the bylaws or minutes of the corporation showing this authority to sign must be furnished the Transportation Commission.

Please have the Secretary or someone who has proper authorization sign the contract and bond pages of the contracts.

Also, the State Insurance Division has notified us that they cannot approve Robert R. Puckett signing as Attorney-in-Fact for United Pacific Insurance Company as there is no Power of Attorney on file for him. We cannot accept a Power of Attorney sent to us. The Insurance Division advises they have a Power of Attorney for R. R. Puckett on file. If R. R. and Robert R. are the same person, please ask your surety to have him sign as R. R. on each copy of the contracts.

If R. R. and Robert R. are not the same person, please ask your surety to file a Power of Attorney for Robert R. Puckett with the Insurance Division, 158 - 12th St. N.E. Salem, OR 97310. There is a registration fee of $5.

If they do not wish to file a Power of Attorney, please have someone from your surety sign who has proper authorization and return both copies of each contract to our office (121 Transportation Bldg., Salem, OR 97310).

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

8670

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Eugene Ash
L. E. George
SAIF
Fran

January 31, 1978

Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

Gentlemen:

The Oregon Transportation Commission on January 30, 1978, accepted your proposal for traffic signal installation on the Coos River Highway Junction Section of the Oregon Coast Highway in Coos County for the sum of $26,964 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8670.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 13, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8670

FORM [illegible]734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
February 25, 1977
Salem, OR 97310

RECEIVED
STATE HWY ENGR
FILE: FEB 28 '77
REFER TO
FOR
FAP

FROM: Gary A. Potter, Manager
Environmental Section

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Oregon Coast Hwy. @ Coos River Hwy.
Proposed Traffic Signal,
Coos County

NOTED
E. S. HUNTER

This proposed project ranks 25th on the December, 1976 revision of the Statewide Traffic Signal Priority List. It meets warrants 2 (Minimum Vehicular Volume) and 5 (Systems Warrant). That list also suggests the project will call for a 3 phase, traffic actuated signal at an estimated cost of $40,000.

The proposal is also found on the current approved Six Year Highway Improvement Program, where it is Item #87 under Primary Funding for F. Y. 1978.

The project is situated at M.P. 239.48 in Bunker Hill just south of Coos Bay where the Oregon Coast Highway is intersected by the Coos River Hwy. (Secondary St. Hwy. #241). This is a braided "Y"-type intersection--see attached photo-mosaic copy. ADT figures for 1975 were as follows:

M.P. 239.22	(Hwy. 9, South City Limits Coos Bay)	23,100
239.68	(Hwy. 9, 0.20 mile south Coos River Hwy.)	11,700
0.01	(Hwy. 241, 0.01 mile east Ore. Coast Hwy.)	10,600

Current accident statistics have not been requested but it was noted in searching the files that during 1966-71, 18 persons were injured. Not much has changed in the roadway since that period, but traffic has increased significantly.

This is an older commercial/industrial area. There is no development in the intersection proper, but the immediate vicinity has a filling station and car wash, two taverns, a cafe, an old boarding house, five older residences and a marina sales and service establishment. The more general area varies in use from an undeveloped abutting strip to the south-southwest, roadside commercial development to the west-northwest, and mixed commercial, old residential and heavy industrial activities (chiefly log rafting, decking, milling and processing) to the east. The Coos Bay-Myrtle Point rail line also runs nearly parallel to U.S. 101 just to the east and Isthmus Slough lies beyond.

The subject project has been assessed and evaluated for its potential impact on the quality of the human environment. It is thought that no new right-of-way will be required and that this project is of a type for which the Statewide Assessment on Safety Projects is applicable. The Statewide Assessment classifies this project as Non-Major.

GAP:GR:ss
Attachment
cc: E. S. Hunter
Alfred Shirley, Jr. w/attach
Eb Engelmann w/attach

9

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/28/77
Donald L. Rant

1-26-78 Bid Letting ____ All Clear Deadline

SECTION OREGON COAST HWY. @ COOS RIVER HIGHWAY
Highway Oregon Coast
County Coos Region 3
Type of Work 3-PH Act Signal Funds FA
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	Statewide - No problems
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

8670 8

STATE OF OREG **INTERO CE MEMO**

TO: David H. Moehring
Program Management Engineer
Attn: M. C. Holmes

DATE: December 13, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Sub. Traffic Signal Installation
Oregon Coast Hwy. @Coos River Hwy.
Coos County

As the proposed installation will be interconnected with two existing signals (Coast Hwy. @Flanagan Ave. and Edwards St.), the State would like to assume all maintenance of these three installations.

To accomplish this, it will require that an agreement (dated April 22, 1969) concerning Flanagan and Edwards intersections be modified to remove the County from maintenance responsibilities.

Would you please proceed with this task.

L E George
L. E. George
Traffic Engineer Supervisor

C&A
3716

BET:rah

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ CPE ☐
DEC 14 1977
TM. Holmes File: PM LG FA OP

81-125-1387

8671 Oreg Coast Hwy @ Cemetery 197
Rd. (Millington) Sec.
(Grading, paving & barriers)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

81 7

STATE COPY

cc: State (H. S. Coulter)

U.S. DEP TMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 10-1-79	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. HHS-2-2(2)
COMPLETION DATE 5-22-78	ACCEPTANCE DATE BY CONTRACT AGENCY 9-14-78	TIME ELAPSED 68 %	CONTRACT TIME 100
APPROVED EXTENSIONS ---	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OREGON COST HIGHWAY AT CEMETERY ROAD
Grading, Paving, and Barrier

The project provided for the realignment of the frontage road at the intersection of Cemetery Road and Highway 101 in Coos Bay. A tongue and groove type median barrier was installed between the frontage road and the southbound lanes as a means of preventing crossovers and head-on collisions.

RECEIVED
STATE HWY ENGR
OCT 10 '79
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

10·10
cf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner ~~Original Signed By~~ G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 10-3-79	TITLE Field Operations Engineer	DATE 10-3-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8671

September 25, 1978

American Fidelity Fire Insurance Co.
c/o Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Gentlemen:

On September 15, 1978, we wrote to you concerning release of final payment on Contract No. 8671 awarded to L. S. Matusek, Inc., for work on the Oregon Coast Highway at Cemetery Road (Millington) Section in Coos County.

Final payment on this contract is $5,924.36 and the total contract amount is $119,657.47 including $2,400.50 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc L. S. Matusek, Inc.
3760 S.W. Jerald Ct.
Portland, OR 97221

bc C. T. Keasey
Walt Hart
Alfred Shirley

8671

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 17, 1978

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance
Federal-aid Project No. HHS-2-2(2)

Contract 8671 Work Completed 5-22-78

Project Ore. Coast Hwy. @ Cemetery Rd. (Millington)

Highway Oregon Coast

County Coos

RECEIVED
STATE HWY ENGR
SEP 14 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 7, 1978

NOTED
H.S. COULTER

D. K. Ho[illegible]
for G. L. Green
Division Administrator

RDC:jb

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley
R. D. Church

RECEIVED
SEP 13 1978
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

#9671

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973-825-485

STATE COPY

8-8-78

U.S. PARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State ✓(H. S. Coulter)

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Coos	DIVISION Oregon	
IN COMPANY WITH F. Morrison and E. Ash, Resident Engineers, ODOT (Coquille)				
DATE OF INSPECTION 8-8-78	INSPECTION MADE BY Vincent Tabor, Assistant AE		PROJECT NO. HHS-2-2(2)	
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory		TIME ELAPSED 68 %	WORK COMPLETED 100 %

OREGON COAST HIGHWAY AT CEMETERY ROAD
Grading, Paving, and Barrier

The project provided for the realignment of the frontage road at the intersection of Cemetery Road and Highway 101 in Coos Bay. A tongue and groove type median barrier was installed between the frontage road and the southbound lanes as a means of preventing crossovers and head-on collisions.

A french drain was installed along station 2+37 to the 18" culvert outlet at station 3+10 to facilitate drainage where a ditch originally existed. This area has a high water table because grades are only several feet above the Isthmus Slough.

The subgrade has settled some between barrier sections at approximate station 4+00 causing the vertical joint connection to shear in a twisting action. These joint failures should not affect the structural integrity of the barrier since a shear key exists at the base and each section is pinned with 1"x18" steel rods. The settling occurred in the old pavement subgrade, and cannot be attributed to a construction deficiency.

The project area has been cleaned up and acceptance is recommended.

RECEIVED
STATE HWY ENGR
AUG 17'78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

#8671

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 1, 1978

NOTED
E. S. HUNTER

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: Alfred Shirley, Jr.
Region 3 Engineer

SUBJECT: Oregon Coast Highway @
Cemetary Rd. (Millington)
Oregon Coast Highway
Coos County

Bear Creek Bridge
Coquille-Bandon Highway
Coos County

We have reviewed the project inspection reports for the subject projects and have the following comments:

BEAR CREEK BRIDGE

This was one of several projects prepared for contracting using EDA funds. This project was selected on very short notice, funding was limited, and right-of-way had to be cleared. Field work and design time was held to a bare minimum as there were definite time retraints under which the project had to be contracted and construction underway. The project plans were developed to the best extent possible, based on the limited information, funding and time available.

OREGON COAST HIGHWAY @ CEMETARY ROAD (MILLINGTON)

The deceleration lane could have been lengthened as noted; to do this other than by stripping, as indicated in your report, would have required additional sidewalk be removed and reconstructed.

This project was constructed with high hazard funds and as such were limited. Bids were originally opened in November of 1977 and rejected as being too high. The project was readvertised in January, 1978, and contracted at a price of $112,413 which was just under the authorized limit.

RECEIVED
TECHNICAL SERVICES
AUG 2 '78
REFER TO
FOR
Info | Invest | R/D | D/R | [illegible] | [illegible] | File

DOC:ab
cc: E. S. Hunter
C. T. Keasey
L. K. Watson
W. E. Cole

8671 9

Salem, Otegon
July 19, 1978

W. E. Cole
Design Engineer Supervisor

F. D. Morrison
Resident Engineer

Oregon Coast Highway @
Cemetary Rd. (Millington)
~~Oregon Coast Highway~~
Coos County
Construction Narrative

This letter acknowledges receipt of your construction narrative on the subject project. The location data did not mention the wet swampy material that caused problems on the project, otherwise we would have had an item for embankment foundation excavation. The problems with the reflector brackets was an oversight on our part here in the Design Section.

We appreciate getting these reports as they will be helpful to us on future design work of this kind.

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUL 19 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

WEC:ab
cc: Alfred Shirley, Jr.

8671

FINAL REPORT

J

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Millington

WEEK ENDING: June 24, 1978

SECTION PREFIX: 6-1049

HIGHWAY: Oregon Coast

COUNTY: Coos

NAME OF JOB: Oregon Coast Hwy. at Cemetery Rd.

KIND OF WORK: Grading, Paving & Barrier

CONTRACTOR: L.S. Matusek, Inc.

CONTRACT NUMBER: 8671

FEDERAL AID PROJECT NUMBER: HHS-2-2(2)

DATE OF CONTRACT: January 30, 1978

DATE WORK STARTED: February 23, 1978

ESTIMATED COMPLETION DATE: July 3, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 125

WORK DAYS USED:

CALENDAR DAYS USED: 83

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 66

PROJECT AUTHORIZATION: $ 129,859.33

EXCLUSIVE OF ENGINEERING: $ 119,562.11

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 121,966.00

ESTIMATED PERCENT: OVERRUN UNDERRUN: 2 %

ENGINEERING AUTHORIZATION: $ 10,297.22

This Week- 727.49

ENGINEERING COST TO DATE: $ 15,935.08

PERCENT OF AUTHORIZATION: 148 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: May 22, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,421.1	1,440			
TOTAL QUANTITIES CORRECTED TO DATE	1,421.1	2,048.00			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,421.1	2,048.00			
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	18	Showers	0		
MONDAY	19	Fair	0		
TUESDAY	20	Overcast	0		
WEDNESDAY	21	Overcast	0		
THURSDAY	22	Overcast	0		
FRIDAY	23	Overcast	0		
SATURDAY	24		0		

K

RECEIVED
JUN 26 1978
CONSTRUCTION BRANCH

Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	
MONDAY 19	
TUESDAY 20	
WEDNESDAY 21	
THURSDAY 22	Certifications for Reflectors & Delineators received today. Third Notification made out this date. Job Finished.
FRIDAY 23	Semi-Final Estimate Completed Today.
SATURDAY 24	

REMARKS

Semi-Final Estimate completed and shipped to Region Office June 23, 1978. This is Final Weekly Report on this project.

SIGNED D. Morrison LOCATION Coquille
Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

L 8671

STATE COPY

8

TO BE COMPLETED BY FHWA	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	F Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-81		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Coos
MODIFICATION NUMBER 1	6-7-78	Project Number HHS-2-2(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 128,718.00	$ 144,617.00
Federal funds	$ 115,845.00	$ 130,155.00
Other revisions		

This modification is made for the following reasons:

Include increase in cost of bid items, and increase in cost of engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of June, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

Oregon State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

On File

OREGON STATE HIGHWAY DIVISION
Salem, Oregon May 26, 1978

Federal Aid Project
No. HHS-2-2(2)

Oregon Coast Hwy. at Cemetary Rd. (Millington) Section
Coos County

Revised Project Agreement Estimate

Type Code Y050
Roadway (Sta. "5B" 117+20)

Sub-Total Previous Estimate February 24, 1978			$ 84,451.50
Previous Estimate			
Trench Excavation	68 cu. yd.	20.00	$ 1,360.00
1"-0 Aggregate Base	1440 Tons	8.50	12,240.00
Class "B or "C" Asphalt Concrete	575 Tons	22.00	12,650.00
		Total	$ 26,250.00
Revised Estimate			
Trench Excavation	174 cu. yd.	20.00	$ 3,480.80
1"-0 Aggregate Base	2053.85 Tons	8.50	17,457.73
Class "B" or "C" Asphalt Concrete	757.17 Tons	22.00	16,657.74
Relocate One Luminaire (E.W.)		All Required	1,000.00
		Total	38,596.27
		Increase	12,346.27
		Sub-Total	96,797.77
		Engineering	14,519.23
		Total	$111,317.00

Type Code Y101
Guard Rail (Sta. 5B 117+20)

Concrete Barrier	950 Lin. Ft.	22.00	$ 20,900.00
Concrete Barrier Terminals	1 only	400.00	400.00
Concrete Barrier Transitions	1 only	550.00	550.00
18-inch Plastic Glare Shield Blades	381 only	17.00	6,477.00
Reflectors	70 only	9.00	630.00
		Sub-Total	$ 28,957.00
		Engineering	4,343.00
		Total	$ 33,300.00

Length of Project - - - - - - - 0.0 mile

Summary of Funds (90%)

Description	Total Cost	Federal Cost	State Funds
Roadway	111,317.00	100,185.00	11,132.00
Guardrail	33,300.00	29,970.00	3,330.00
Total	$144,617.00	$130,155.00	$14,462.00

Group 1-100%
Prefix 6-1049
Contract No. 8671

8671

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-48	. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-6-78	S Oregon County Coos Project No. HHS-2-2(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oregon Coast Why. at Cemetary Rd. (Millington)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-26-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 90%

ESTIMATED TOTAL COST OF PROJECT $ 128,718.00	FEDERAL FUNDS $ 115,845.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______ for

Technical Services Engineer
(Title)

By ______

State Highway Engineer
(Title)

By ______

______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator MAR 6 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State highway Division
Salem, Oregon February 24, 1978

Federal Aid Project
No. HHS-2-2(2)

Oregon Coast Hwy. at Cemetery Rd. (Millington) Section
Coos County

Project agreement estimate

Type Code Y050
Roadway (Sta. "5B" 117+20)

Mobilization	All Required		$ 6,000.00
Temporary Protection and Direction of Traffic	All Required		2,500.00
Temporary Signs	175 Sq. Ft.	5.00	875.00
Temporary Barricades	5 Only	100.00	500.00
Flagmen	960 Hour	16.00	15,360.00
Removal of Structures and Obstructions	All Required		3,500.00
Embankment in Place	1,521 Cu. Yd.	7.00	10,647.00
Trench Excavation	68 Cu. Yd.	20.00	1,360.00
Finishing Roadbed and Slopes	All Required		3,500.00
Watering	40 M. Gal.	8.00	320.00
1"-0 Aggregate Base	1,440 Ton	8.50	12,240.00
Class "B" or Class "C" Asphalt Concrete	575 Ton	22.00	12,650.00
12-inch Culvert Pipe	32 Lin. Ft.	15.00	480.00
18-inch Culvert Pipe	38 Lin. Ft.	18.00	684.00
12-inch Sewer Pipe	244 Lin. Ft.	15.00	3,660.00
Concrete Manholes	1 Only	1,250.00	1,250.00
Concrete Inlets, Type G-1	2 Only	350.00	700.00
Concrete Inlets, Type G-2MA	2 Only	400.00	800.00
Concrete Walks	290 Sq. Yd.	10.00	2,900.00
Concrete Curbs	730 Lin. Ft.	3.50	2,555.00
Paved Culvert End Slopes	23 Sq. Yd.	8.50	195.50
Delineators	10 Only	15.00	150.00
Adjusting Inlets	3 Only	100.00	300.00
Capping Inlets	2 Only	165.00	330.00
			$83,456.50

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required		$ 600.00
Work by Bay Park Water District	All Required		395.00
			$ 995.00
	Subtotal		$84,451.50
	Engineering		11,400.50
	Total		$95,852.00

Type Code Y101
Guardrail (Sta. 5B 117+20)

Concrete Barrier	950 Lin.Ft.	22.00	$20,900.00
Concrete Barrier Terminals	1 Only	400.00	400.00
Concrete Barrier Transitions	1 Only	550.00	550.00
18-inch Plastic Glare Shield Blades	381 Only	17.00	6,477.00
Reflectors	70 Only	9.00	630.00
	Subtotal		$28,957.00
	Engineering		3,909.00
	Total		$32,866.00

Retain in Program

Relocate one Luminaire (E.W.)	All Required	$ 1,000.00

Length of Project - - - - - - - - - - - - 0.0 mile

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 95,852	$ 86,266	$ 9,586
Guardrail	32,866	29,579	3,287
Total	$128,718	$115,845	$12,873

Group 1 100%

Prefix 6-1049

Contract No. 8671

8671

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVA ND/OR AUTHORIZATION

5-4-78

FEDERAL AID PROJECT NO.
HHS-2-2(2)

PROJECT NO.
See below

COUNTY NAME
Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80010

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED 1-26-77	DATE AUTHORIZATION EFFECTIVE 4-12-78	FEDERAL ROUTE NUMBER Primary 2 STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:

"Oregon Coast Highway at Cemetery Rd. (Millington) Section"

GENERAL DESCRIPTION OF WORK:

Relocate Luminaire at Station 117+10

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCFED ON ~~AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 4-12-78, as requested in Mr. Keasey's letter of 4-26-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $1,000 Federal Funds $900.

NOTED
F. D. KLABOE

Swan
5-8

DATE 5-4-78	SIGNATURE OF APPROVING OFFICIAL G. K.	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8671

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 13, 1978

L. S. Matusek, Inc.
3760 S.W. Jerald Ct.
Portland, OR 97221

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8671 for work on the Oregon Coast Highway at Cemetery Road (Millington) Section in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dde
Enclosure

cc **American Fidelity Fire Insurance Co.**
c/o Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

bc **C. T. Kessey**
Walt Hart
Robert Church
Jim Kinne
Alfred Shirley
F. D. Morrison

8671

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
F. D. Morrison
SAIF
Fran

January 31, 1978

L. S. Matusek, Inc.
3760 S.W. Jerald Ct.
Portland, OR 97221

Gentlemen:

The Oregon Transportation Commission on January 30, 1978, accepted your proposal for work on the Oregon Coast Highway at Cemetery Road (Millington) in Coos County for the sum of $112,413.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration and clarification of the Minority Business Enterprises form.

Those conditions were fulfilled and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8671.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Bldg., Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1978.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle, & Portland

8671

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

January 9, 1978

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 26, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 26, 1978 on the following projects:

1. Sandy WCL-Alder Creek
   Mt. Hood Highway
   Clackamas County

   Paving

   A Class III bikeway will be incorporated in this project.

2. Lewis & Clark River Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Youngs Bay Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Same as No. 2.

4. Coos River Highway Junction
   Oregon Coast Highway
   Coos County

   Traffic signals

   Same as No. 2.

5. Oregon Coast Highway at Cemetery Road (Millington)
Oregon Coast Highway
Coos County

Grading and paving

Five-foot sidewalks will be constructed throughout the project.

6. Oregon Coast Highway at 11th Street (Bandon)
Oregon Coast Highway
Coos County

Traffic signals

Same as No. 2.

7. Chetco Avenue at Center Street (Brookings)
Oregon Coast Highway
Curry County

Traffic signals

Same as No. 2.

8. Elbow Lake-Gardiner
Oregon Coast Highway
Douglas County

Paving

Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

9. Lincoln County Line-Heceta Head
Oregon Coast Highway
Lincoln and Lane Counties

Paving

Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

10. 9th Street-3rd Street (Nyssa)
Commercial Street
Malheur County

Paving - 8-foot shoulder, parking provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

11. Pudding River Bridge
Nusom Road
Marion County

Grading, paving and structure. Grading and paving incidental to structure. 32-foot roadway provided.

Same as No. 10.

12. Burnside Bridge
City Street
Multnomah County

Deck surfacing

Same as No. 2.

13. Brownell Ditch-Hermiston Ditch
River Road
Umatilla County

Grading, paving and structure. Grading and paving incidental to structure. 40-foot roadway provided on structure.

Same as No. 10.

14. Elm Avenue- E Highland Avenue (Hermiston)
Umatilla-Stanfield Highway
Umatilla County

Traffic signals

Same as No. 2.

15. Warm Springs Jct-Willow Creek
Warm Springs Highway
Wasco County

Paving (overlay)

Same as No. 2.

16. Beaverton-Tigard Highway at Greenburg Road
Beaverton-Tigard Highway
Washington County

Traffic signals

Same as No. 2.

17. Bellvue-McMinnville
Salmon River Highway
Yamhill County

Grading, paving, structure and signing

Five-foot shoulders will be striped and signed as narrow, Class III bikeway.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8671

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-4-78

FEDERAL AID PROJECT NO. HHS-2-2(2)

STATE PROJECT NO. See Below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80010

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
10-26-77	1-4-78	Primary 2 Primary 9

GENERAL LOCATION:

"Oregon Coast Highway at Cemetery Road (Millington) Section"

GENERAL DESCRIPTION OF WORK:

REvised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Revised PS&E

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-30-77, I approve the revised PS&E documents and revising TEC to read $124,486 - Federal Funds $112,037.

A signed copy of the Title Sheet is returned herewith.

Swan [illegible]
1-23

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-4-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8671

8

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 80010	FEDERAL AID PROJECT NO. H 2-2(2) STATE PROJECT NO. See Below COUNTY NAME Coos PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 10-26-77	DATE AUTHORIZATION EFFECTIVE 11-16-77	FEDERAL ROUTE NUMBER Primary 2 STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:

"Oregon Coast Highway at Cemetary Road (Millington) Section"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
XX OTHER (Specify) : Utility Adjustment
TEC NTE $395 - F.F. $355.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's memorandum of 11-16-77, this will confirm the authorization of Mr. G. K. Hossner to proceed with the adjustment of Bay Park-Millington Water District's Water Meter relocation effective 11-16-77. Reimbursement will be on an actual cash basis.

I approve the agreement with Millington Water District consisting of your Utility Engineers verbal notice of conflict, the utilities letter of 10-31-77 and the plans and estimate furnished by Mr. Swan's 11-16-77 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

NOTED
F. B. KLABOE

DATE 11-23-77	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8471

2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 16, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Meter Relocation
Bay Park-Millinton Water District
Oregon Coast Hwy. @ Cemetary Rd.
(Millington) Section
Oregon Coast Highway
Coos County
Project No. HHS-2-2(2)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Bay Park-Millington Water District's facilities, dated October 31, 1977, and a sketch showing their proposed relocation.

A certification prepared by Jack Ayres as to the Districts right in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The District was advised verbally of the conflict as soon as it was known. The relocation agreement, will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

RECEIVED
TECHNICAL SERVICES
NOV 17 77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of November 16, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $395.00.

Yours truly,

D E Swan

D. E. Swan
Federal-Aid Engineer

DES:JMC:db
Enclosure
cc: E. S. Hunter
Jack M. Cartwright

5671

9

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/19/77
Donald L. Root

11-17-77 Bid Letting ________ All Clear Deadline

SECTION OR COAST HWY. @ CEMETERY RD. (MILLINGTON)
Highway Oregon Coast
County Coos Region 3
Type of Work GL SCR, BARR & CHANN Funds HHS
State __ Consultant __ Plans Avail. __ Yes __ No
HHS-2-2(2)

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	Statewide Assement - No problems
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

8671

10-7-77 9

Jack

Hal wants to know about the availability of plastic headlight glare shields - we call for 381 on the Old Coast Hwy at Cemetery Rd Millington Job - this is a small quantity of possibly a hard to get item and Hal wants you to find out if they are available.

Art B

call ✓ Geo Sanford @ {Henry Barber, Sales Rep for Syrro Centreville, Utah
ck Garfield Proj.
✓ Ed Johnson
~~Dick Dorn~~
✓ John Jenkins : Shaw Plastics - Tualatin (may meet specs? app'd accord to Apr 2 memo)
[Proven Products, German-made]
Syrro Steel, Girard, Ohio (6-7 wks to deliver)

NOTED
J. H. VERSTEEG

Hal/ 500-600 of the 24" shield (approved German model) are available at Centreville, Utah. We've changed plans (after checking with Final Design) to show 18" or 24" shield. To remake to 18" would cost ~$2/item.
Also, according to memo Apr. 2, 1976, Shaw Plastics of Tualatin has product to pass specs
Jack

8-11

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 4, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Title II Project
Oregon Coast Hwy. @
Millington Frontage Rd.
Coos County

The modification of an intersection and the installation of glare screening has been proposed for a 1/4 mile section of the Oregon Coast Highway south of Coos Bay. The anticipated benefit of this project is increased traffic safety. The estimated cost is approximately $75,000 (1977).

The existing section of the highway consists of 2 northbound and 2 southbound travel lanes separated by a 20-foot curbed median. Millington Frontage Road parallels the highway to the west for about 3/4 mile and is separated from the southbound lanes by a 4-foot wide curb. The intersection of the Frontage Road (see sketch map) is merely a break in curb. This intersection has been the site of several cross traffic collisions, including a few fatalaties. Reconstruction of this intersection and the installation of glare screening would reduce this traffic hazard significantly.

No new right-of-way would be required for the project nor would the implementation of the project result in any significant noise or air quality impacts. The project would not affect any existing or potential historical or archeological resources.

This project has been assessed and evaluated for its potential impact on the quality of the human environment. This project is of a type for which the Statewide Assessment on Safety Projects is applicable. The Statewide Assessment classifies this project as a Non-Major action.

RECEIVED
TECHNICAL SERVICES

OCT 4 '77

REFER TO

FOR

Info	Inves	R/D	[illegible]	[illegible]	Act	File

NOTED
J. H. VERSTEEG

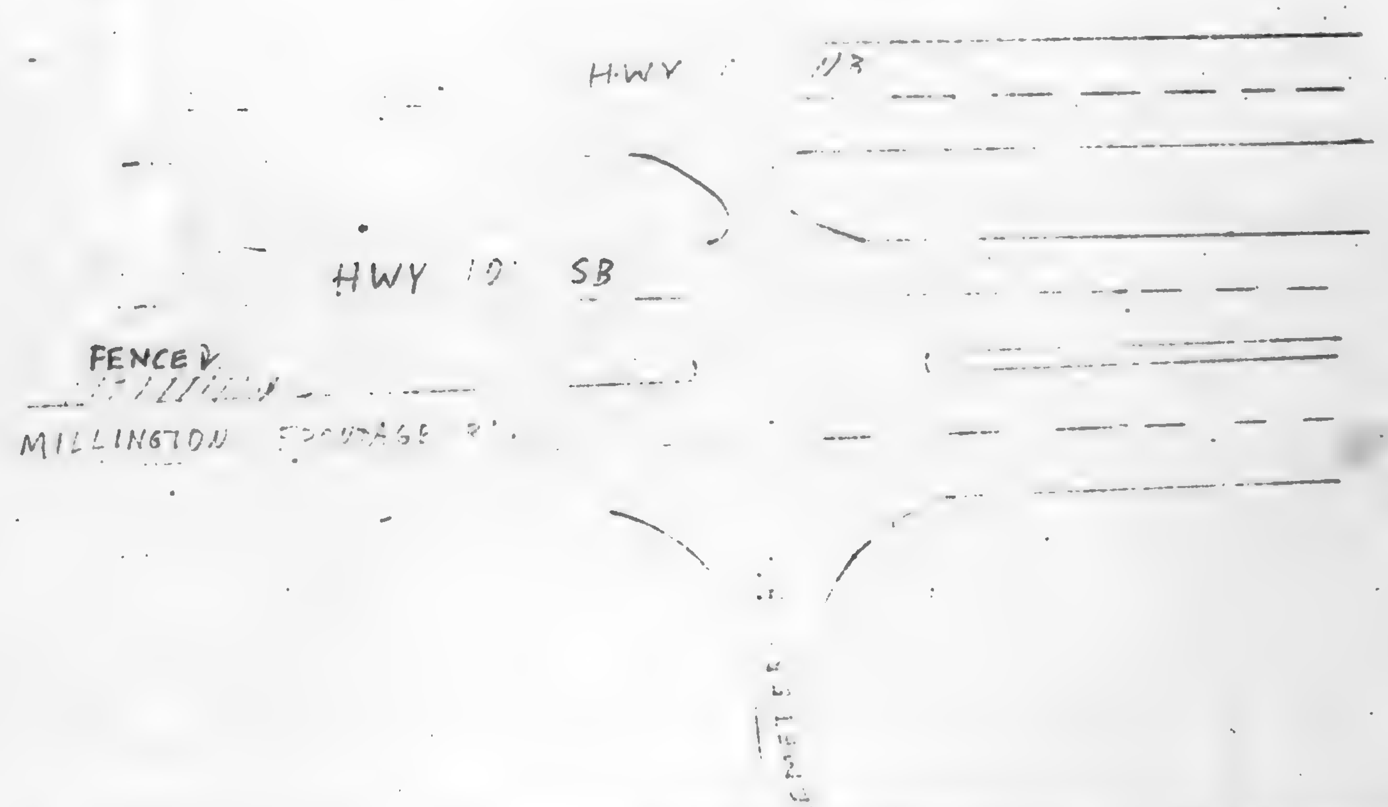
Attachment

GAP:BW:cjh

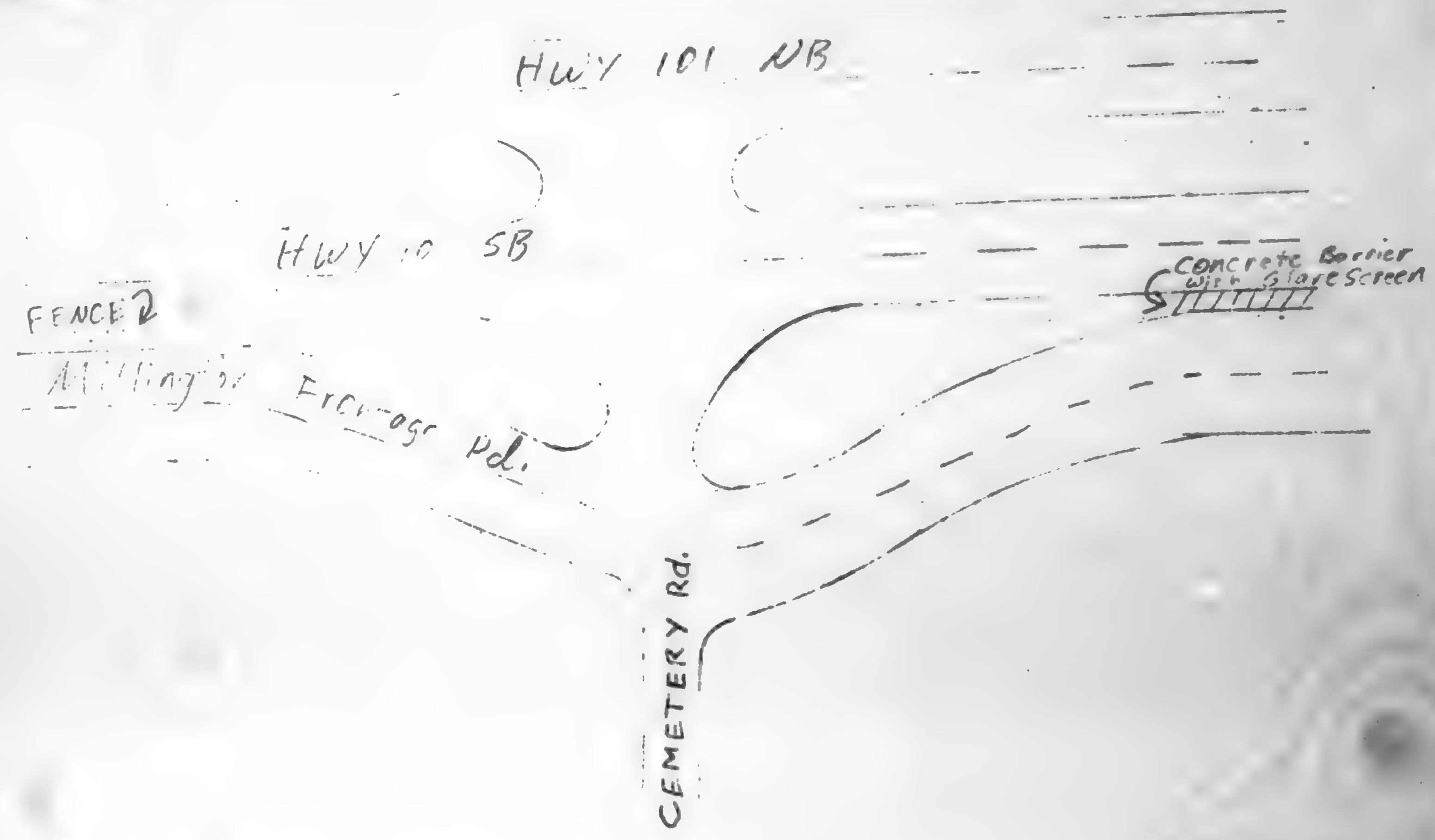
cc: E. S. Hunter ✓
Alfred Shirley w/attach
Eb Engelmann w/attach
L. E. George w/attach

SKETCH MAP OF EXISTING (A) AND PROPOSED (B) MILLINGTON FRONTAGE Rd - HWY 101 INTERSECTION

A



B



8672 Oregon Coast Hwy. @ 11th 1978
St. in Bandon
(Traffic signal installation)#2

C&A 6220 - 9-19-77

8672

9

June 20, 1979

American Fidelity Fire Insurance Co.
c/o Beeson & Company, Inc.
250 Central Building
810 - 3rd Street
Seattle, WA 98104

Gentlemen:

On June 15, 1979, we wrote to you concerning release of final payment on Contract No. 8672 awarded to Hansen Electric Co. for traffic signal installation on the Oregon Coast Highway at 11th Street in the City of Bandon, Coos County.

Final payment on this contract is $1,613.01 and the total contract amount is $32,253.60. No work was performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: Hansen Electric Co.
P. O. Box 1228
Coos Bay, OR 97420

American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

bc: C. T. Keasey
Walt Hart
Alfred Shirley

8672

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JUN 13'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

DATE: May 30, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQF-2-2(4)

Contract 8672, Work Completed September 20, 1978

Project Oregon Coast Hwy. @ 11th St. (Bandon)

Highway Oregon Coast

County Coos

You had previously declined to accept this project pending completion of some additional painting of the pedestrian signal head bracket area.

We have now been informed that this work has been completed and we again request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 11/13/78

G. K. Hossner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
JUN 12 1979
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Borg
Inloes
Widmer
Gebauer
Church

#8672 11-13-78 STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Coos	DIVISION Oregon

IN COMPANY WITH: Gene Ash, Resident Engineer, Coquille.

DATE OF INSPECTION 11-13-78	INSPECTION MADE BY Vincent Tabor, Asst Area Engineer	PROJECT NO. TQF-2-2(4)

QUALITY OF WORK* See Remarks	PROGRESS OF WORK Satisfactory	TIME ELAPSED 98 %	WORK COMPLETED 100 %

OREGON COAST HWY @ 11th ST. (Bandon)
Traffic Signal

The project provided for installation of a fully actuated signal at the subject location.

Findings:

The signal pole in the NW quadrant has exhibited early peeling of paint (the contractor had elected to paint the entire pole at each corner). The Resident feels that the condition occurred because of improper cleaning. The contractor has been notified.

As at the Center St. (Brookings) signal, some minor rust was noted on the pedestrian head bracket, especially near the threads. Mr. Ash feels that additional field painting may be necessary in the coastal areas to prevent this reoccurence.

Conclusions:

The Traffic Section will be contacted to determine if early rusting and subsequent maintenance have been a problem on these types of signal installations.

The contract work can be accepted once the peeled area has been repainted.

RECEIVED STATE HWY ENGR
NOV 28 '78
REFER TO
FOR
File
Act
Sig
D/R
R/D
Inves
Info

11-28 Ez Keasey

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

#8672

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oregon Coast Hwy. @ 11th Street

WEEK ENDING: October 7, 1978

SECTION PREFIX: 6-1054

HIGHWAY: Oregon Coast

COUNTY: Coos

NAME OF JOB: 101 @ 11th St. (Bandon)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hansen Electric Co.

CONTRACT NUMBER: 8672

FEDERAL AID PROJECT NUMBER: TQF-2-2 (4)

DATE OF CONTRACT: January 30, 1978

DATE WORK STARTED: August 17, 1978

ESTIMATED COMPLETION DATE: September 20, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 220

CALENDAR DAYS USED: 216

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 98

PROJECT AUTHORIZATION: $ 39,099.34

EXCLUSIVE OF ENGINEERING: $ 35,626.14

ENGINEERING AUTHORIZATION: $ 3,409.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 35,626.14

ENGINEERING COST TO DATE: $ 3,200.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 94 %

DATE PROJECT WAS COMPLETED: 9-20-78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1	Fair	0		Project Completed 9/20/78
MONDAY 2	Fair	0		
TUESDAY 3	Fair	0		
WEDNESDAY 4	Fair	0		
THURSDAY 5	Fair	0		
FRIDAY 6	Fair	0		
SATURDAY 7		0		

RECEIVED
OCT 9 1978
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No work.
MONDAY 2	No work.
TUESDAY 3	No work.
WEDNESDAY 4	No work.
THURSDAY 5	No work.
FRIDAY 6	No work;
SATURDAY 7	No work.

REMARKS

No further work planned. Semi-Final should be mailed by October 13, 1978.

SIGNED Dave Parker for LOCATION Coquille

E. H. Ash Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8672

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 15, 1978

Hansen Electric Co.
P. O. Box 1228
Coos Bay, OR 97420

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8672 for traffic signal installation on the Oregon Coast Highway at 11th Street in Bandon, Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinns
Alfred Shirley
Eugene Ash
L. E. George

IMPORTANT MESSAGE

FOR Cec
DATE 2-21 TIME 3:35 A.M. [✓ P.M.]

WHILE YOU WERE OUT

M Gail
OF Hansen Electric Coos Bay
PHONE NO. 267-2143

TELEPHONED	✓	PLEASE CALL	
CALLED TO SEE YOU		WILL CALL AGAIN	
WANTS TO SEE YOU		RUSH	

MESSAGE Re: 8672 Contract is being executed and should be in by end of week. We sent them a reminder on 2-14-78.

SIGNED Denice

CASCADE ® L1-C2334 PRINTED IN U.S.A.

2/14 Reminder letter

#8672

3/6/78 — I talked to Gail
Contract will be ret in
a few days —
C.H.

8672

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 3-46	**FEDERAL-AID PROJECT AGREEMENT** 3-6-78	County Co[illegible] Project No. TQF-2-2(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oregon Coast Hwy. at 11th St. (Bandon)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-4-78	0.00
OTHER *(Specify)*		

FUNDS pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 38,348.00	$ 32,902.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______ for

Technical Services Engineer
(Title)

By ______

State Highway Engineer
(Title)

By ______

______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator MAR [illegible] 78

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, February 24, 1978

Federal Aid Project
No. TQF-2-2(4)

Oregon Coast Hwy. at 11th St. (Bandon)
Oregon Coast Highway
Coos County

Project Agreement estimate.

Type Code Y031
Traffic Signal (US 101 at 11th St.)

Temporary Protection and Direction of Traffic	All Required		$ 400.00
Temporary Signs	164 Sq.Ft.	3.50	574.00
Flagmen	40 Hour	17.00	680.00
Sidewalk Ramps	4 Only	300.00	1,200.00
Traffic Signal Installation, Complete	All Required		30,038.00
	Subtotal		$32,892.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 600.00
	Subtotal	$33,492.00
	Engineering	4,356.00
	Engineering (Signal Controller Testing)	600.00
	Total	$38,348.00

Length of Project - - - - - - - - - - - - 0.00 mile

Federal Funds (85.8%) - - - - - - - - - - $32,902.00
State Funds - - - - - - - - - - - - - - - 5,446.00

Total $38,348.00

Group 1 100%

Contract No. 8672

Prefix 6-1054

8672

[illegible]

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Eugene Ash
L. E. George
SAIF
Fran

January 31, 1978

Hansen Electric Co.
P. O. Box 1228
Coos Bay, OR 97420

Gentlemen:

The Oregon Transportation Commission on January 30, 1978, accepted your proposal for traffic signal installation on the Oregon Coast Highway at 11th Street in Bandon, Coos County, for the sum of $32,892 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8672.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Bldg., Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 13, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8672

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

August 31, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Oregon Coast Hwy. @ 11th St.
(Bandon)
Coos County

A traffic signal is planned for the intersection of the Oregon Coast Highway with 11th Street at M.P. 274.46 in Bandon. Here warrant 3 (Interruption of Continuous Traffic) is met. This gives the project a rating of 10 on the Traffic Signal Priority List Statewide.

The proposal envisions a 2-phase, traffic-actuated signal, funded under Transition Quarter monies, at an estimated cost of $32,500.

U.S. 101 in this location has 4 traffic lanes, a continuous left-turn refuge, curbs and gutters. Eleventh Street has 2 traffic lanes. ADT is 7,400.

Surrounding land use is roadside commercial in nature, including two filling stations (one of them vacant), a florist, a bank and an office building. An elementary school, Ocean Crest School, is a block west of the project.

This project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and that this project is of a type for which the Statewide Assessment on Safety Projects is applicable. The statewide assessment classifies this project as non-major.

The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

GAP:cjh

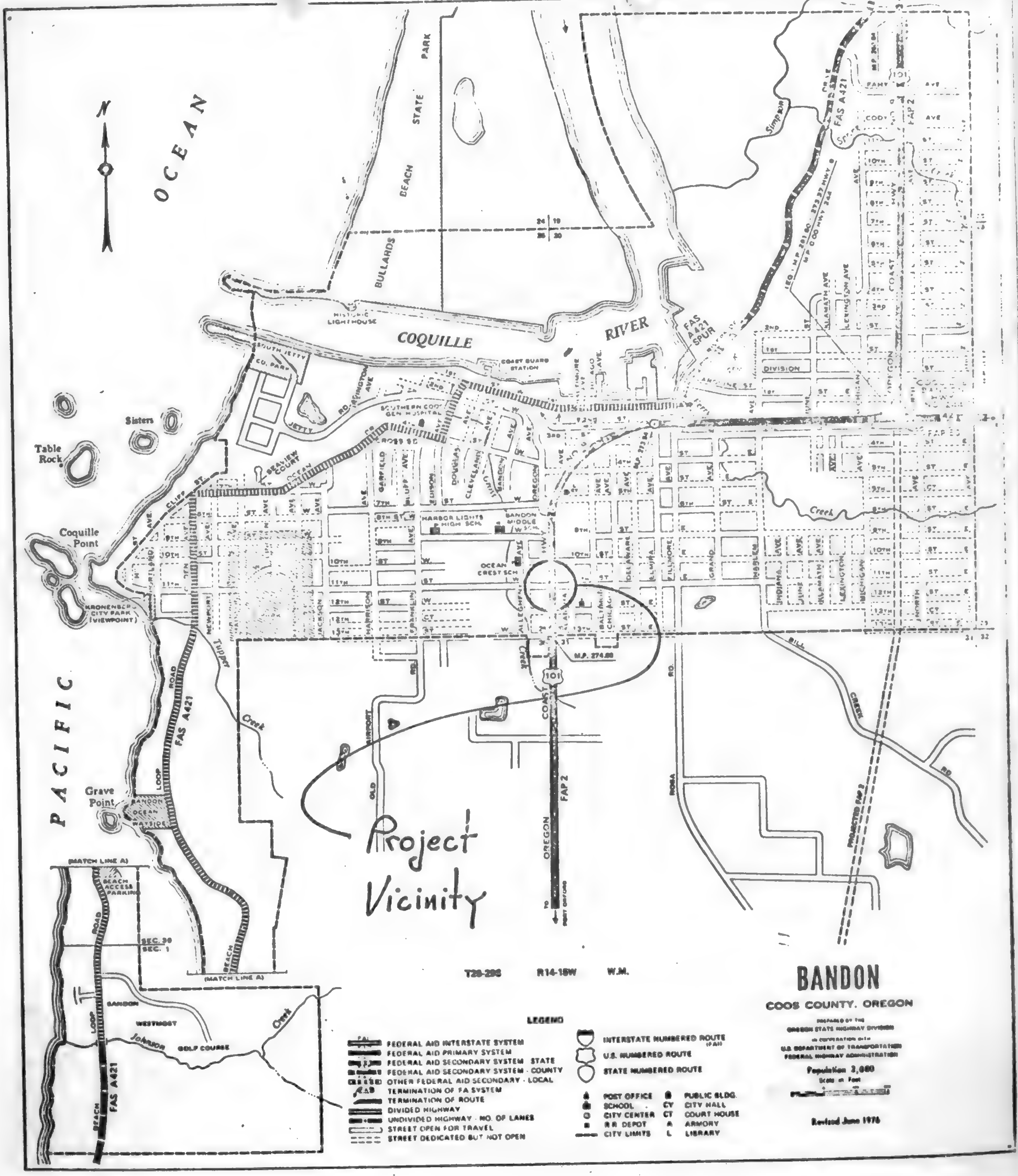
Attachment

cc: E. S. Hunter
Alfred Shirley w/attach
Eb Engelmann w/attach
Don Trout w/attach

Versteeg
1 Copy Olson
[illegible]
2 Copy Scott
Swenson
Savage
3 T[illegible]

RECEIVED
AUG 31 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other



Project Vicinity

Salem, Oregon
June 1, 1976

Gary A. Potter, Manager
Environmental Section

L. W. Rulien
Project Management Engineer

Project Assessments
Preliminary 6-Year
Program
Signal Projects

The following signal projects have been assessed and evaluated for their potential impact on the quality of the human environment:

Section	Highway Name	County
Pacific Hwy. E. at 7th Ave.	Pacific East	Clackamas
St. Helens Rd. at Bridge	L. Columbia R.	Multnomah
The Dalles-California Hwy. at E. 1st Street	The Dalles-CA	Deschutes
Mt. Hood Hwy. at 182nd Ave.	Mt. Hood	Multnomah
Sunset Hwy. at Murray Blvd. (N. Ramp)	Sunset	Washington
Clackamas Hwy. at Clackamas/ Boring Road	Clackamas	Clackamas
Oregon Coast Hwy. at Coos Rv. Hwy.	Oregon Coast	Coos
Woodburn-Estacada Hwy. at Molalla Ave.	Woodburn-Estacada	Clackamas
John Day Hwy. @ Canyon Blvd.	John Day	Grant
Oregon Coast Hwy. @ 11th St. (Bandon)	Oregon Coast	Coos
Redwood Hwy. @ Oregon Caves Hwy.	Redwood	Josephine
Mt. Hood Hwy. @ SE 162nd Ave.	Mt. Hood	Multnomah
Beaverton-Tigard Hwy. @ Greenburg Road	Beaverton-Tigard	Washington
Kings Valley Hwy. @ Main St. (Dallas)	Kings Valley	Polk
Oregon Coast Hwy. @ N. Bank Rd. (Brookings)	Oregon Coast	Curry
Oregon Coast Hwy. @ Center St. (Brookings)	Oregon Coast	Curry

Umatilla-Stanfield Hwy. @ Elm Ave. (Hermiston)	Umatilla-Stanfield	Umatilla
Hwy. 140 at Ore. Way & Country Club Rd. (Woodburn)	Hillsboro-Silberton	Marion
Oakland-Shady Hwy. @ Newton Cr. Rd.	Oakland-Shady	Douglas
Pac. Hwy. W. @ Jackston St. (Corvallis)	Pac. Hwy. W.	Benton
Pac. Hwy. W. @ SW Royalty Pkwy.	Pac. Hwy. W.	Washington
Albany-Jct. City Hwy. @ 24th Ave. (Albany)	Albany-Jct. City Hwy.	Linn
Cape Arago Hwy. @ Harrison Ave. (N. Bend)	Cape Arago	Coos

It has been determined that no new right of way will be required and that this project is of a type for which the Statewide Assessment for Safety Projects is applicable. The statewide assessment classifies these projects as non-major.

GAP:GR:sz

cc: E. S. Hunter
Region Engineers
Region Environmentalists

bc: George Ramjoue ✓
Linda Hewitt
Bill Kappus-FHWA

8672

Bandon

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/21/77
Donald L Rent

1-26-78 Bid Letting ______________ All Clear Deadline

SECTION OREGON COAST HWY. @ 11TH ST. W. (BANDON)
Highway Oregon Coast
County Coos Region 3
Type of Work Signal (2PH) Funds FA
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	statewide - No problems
Write-off Letter	☒					

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☒					
Cultural Salvage	☒					

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒					

8672

8

September 19, 1977

Misc. Contracts and
AGREEMENTS No. 6220

City of Bandon
City Hall
Bandon, OR 97411

Attention: Joy A. Tiffany
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals on the Oregon Coast Highway at 11th Street, West.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. conf. att.)

8672

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 31, 1977
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Oregon Coast Hwy. @ 11th St.
(Bandon)
Coos County

NOTED
E. S. HUNTER

A traffic signal is planned for the intersection of the Oregon Coast Highway with 11th Street at M.P. 274.46 in Bandon. Here warrant 3 (Interruption of Continuous Traffic) is met. This gives the project a rating of 10 on the Traffic Signal Priority List Statewide.

The proposal envisions a 2-phase, traffic-actuated signal, funded under Transition Quarter monies, at an estimated cost of $32,500.

U.S. 101 in this location has 4 traffic lanes, a continuous left-turn refuge, curbs and gutters. Eleventh Street has 2 traffic lanes. ADT is 7,400.

Surrounding land use is roadside commercial in nature, including two filling stations (one of them vacant), a florist, a bank and an office building. An elementary school, Ocean Crest School, is a block west of the project.

This project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and that this project is of a type for which the Statewide Assessment on Safety Projects is applicable. The statewide assessment classifies this project as non-major.

The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

GAP:cjh

Attachment

cc: E. S. Hunter ✓
Alfred Shirley w/attach
Eb Engelmann w/attach
Don Trout w/attach

RECEIVED
TECHNICAL SERVICES
SEP 6 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8672

H.S. Coulter

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

~~PUB~~ 7

July 20, 1977

Norma A. Weston
P.O. Box 865
Bandon, OR 97411

Your letter of July 14th addressed to the Department of Highways in Salem, concerning a traffic signal installation at the intersection of highway 101 and 11th Street in Bandon was referred to this office for reply.

I am pleased to advise you that the Oregon Transportation Commission recently approved construction funding for the some sixty traffic signals throughout the State of Oregon which meet warrants to traffic signal installations that until now lacked funds for construction.

These were set up to be constructed within the next four years, but we now have instructions to accelerate that program, and we will be installing the signal at 11th and 101 as soon as possible.

ALFRED SHIRLEY, JR.
Regional Engineer

AS/slc

cc H.S. Coulter
Bill Brown
W.M. Donahue - City of Bandon

RECEIVED
STATE HWY ENGR
JUL 21 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 18 '77
REFER TO Bud Shirley
FOR
Info
Inves
R/D
D/R
Sign
Act
File

ROSEBURG REGION
RECEIVED
1977

RE	RME	RCE	RDE	TE
RJE	DES	R	FILE	
ENV	FAE	RBI		

Bandon, Oregon
July 14, 1977

Department of Highways
Salem Oregon

It has been some months since last I directed a message to this department. Concerning the deplorable traffic conditions on highway 101 in up town Bandon. It has not improved and has indeed gotten worse. Danger is at its height in this area now of course, but it exists year round at peak hours.

The center turn lane did improve conditions somewhat, after drivers learned how to use it. we still have local drivers who drive the length of the lane before exiting or their turn. and tourists will not use it as it often requires one cross a solid yellow line. actually it it has improved conditions little. 35 M.P.H. is too fast. and crossing from either side 101 is a caper worthy of Evel Knievel himself. Every day conversation includes remarks such as, "made it again, huh?", "How long did it take today?" or "Still living dangerously, I see!"

Each day I cross 101 in the uptown area at least 8 times. We live in west Bandon and my closest + quickest route to woodland Heights area is down 11th street. I often take other routes and angle on to the highway which is sometimes safer. But not always. almost daily I am faced with a traffic crisis. fortunately through quick action on my part + the other driver, an accident has not occured. Yesterday my husband and I both had close calls. Today I almost made the 'paper' while crossing at 11th + 101. I was able to stop in time + the other car continued safely. I wonder how long it will be before someone or myself crash in this area?

I don't believe an inspector can properly appraise the situation in one or 2 days. If we can not slow the traffic down with a stop light at 11th + 101, then please let the highway by-pass Bandon.

We need help!

Norma A. Weston
P.O. Box 865
Bandon Oregon
97411

8622

R.L. Schroeder

PUB 7

Ms. Norma A. Weston
P.O. Box 865
Bandon, OR 97411

August 23, 1976

Dear Ms. Weston:

This will acknowledge your letter dated August 3, 1976 regarding the continuous left-turn lane and intersection of US101 and 11th Street in Bandon.

130-4-5

The installation of the continuous left-turn lane was completed in June 1975. A "before" and "after" traffic study will be made in an attempt to determine if the left-turn lane has reduced or increased the number of traffic accidents. Upon the completion of our study, you will be notified of the results of our findings.

Copies in
Tra 7-9-1
Bandon
+ Tra 7-8-1
Bandon

A traffic signal investigation is already currently underway at the intersection of US101 and 11th Street as a result of an earlier request by the City of Bandon. That investigation should be completed sometime during the first part of September and the City will be advised of the results of our investigation.

Also mentioned in your letter was a problem with speeding. The speed zone in this area was reduced from 35 MPH to 30 MPH in October 1975. If speeding problems exist, it is felt that this problem would be best corrected by law enforcement.

NOTED
H.S. COULTER

Thank you for your interest and concern in highway safety.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.

NOTED
R. L. SCHROEDER

RECEIVED
AUG 25 1976
Office of
Assistant State Highway Engineer

8-26-76
[illegible]

AS/KO/slc
R.L. Schroeder ✓
bc: L.E. George
B.E. Brown
Rich Sjolander: Please order "before" and "after" C.D. for limits of continuous left-turn lane.

August 3, 1976

RECEIVED STATE HWY ENGS.
AUG 12 '76
REFER TO
FOR

Department of Highways
Salem, Oregon

Dear Sir: This is probably not the first, nor the last letter you will recieve regarding the intersection at 11th street and highway 101 in Bandon.

It has been reported that one or two traffic counts have been taken at this site, and indicated no problem. Our City officials foolishly settled for a turn lane and no parking along the busy sections in this area. This lane works well for those who use it properly, although that number is few. And it actually creates a new hazard. One day I expect a head on collision between autos who travel the length of it + refuse to yield! But the major problem is getting across 101 at the 11th St. site. I live on the west side + need to cross daily to go to the post office, Drug Store or market. I often wait a very long time before it is safe to cross. Many are speeding, trucks + tourists mainly. Today I counted 29 vehicles going north and south on 101, at least 5 of them speeding, while waiting to cross. Now I anticipate a bad accident there + hope it will not happen to some one I know or love. But, it probably will, 'cause I know almost every one + love a lot of them!

Just mark me down as warned!

P.S. Our police do their best to cite violators of speed, yet it is a huge undertaking!

Mrs. Anna A. Weston
920 Jackson St.
Bandon, Oregon
P.O. Box 5

1411

RECEIVED
AUG 13 1976
Office of Assistant State Highway Engr.

NOTED
R. L. SCHROEDER

August 6, 1996

On my way to mail this letter at noon today, I witnessed a small accident. I was at Highway 101 & 11th waiting for a break in traffic, so I could cross to the east side, I had waited 4 or 5 minutes as had a motor home across from me. He appeared to desire to go south. The constant flow of traffic from the North and the South changed his mind & he decided to go North, so had a sedan which had pulled by him on the North. His vision would not allow him to see this & when he went forward he caught their front fender and bumper. There was no doubt several hundred dollars damage done to both vehicles.

No one was hurt, yet different drivers may have caused much more.

I may have contributed to this because I didn't take a chance earlier & leave the motor home free to do the same thing. But the guilt goes to a dangerous highway situation!

8672

FORM E-30

8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 27, 1975

TO MEMO TO THE FILE

AE Johnson

FROM A. E. Johnson
Deputy State Highway Engineer

SUBJECT Oregon Transportation Commission Meeting
Highway Division Agenda
February 26, 1975

AGENDA ITEMS:

All items on the Highway Division Agenda for the February 26 meeting were approved.

It is requested that Mr. Coulter issue instructions so the proper signing will be erected to cover Items 5b and 5c, and that Don Harwell complete the necessary agreements under Items 5e and 5f.

A correction was made to Item 5b(2) in the second paragraph which originally read "...recommended that the Basic Rule 55 MPH operation be removed..." to read "...recommended removal of the maximum speed of 55 MPH and a 50 MPH speed zone be established..."

NOA ITEMS:

1. Mr. Bruce Boyd read the attached policy statement indicating that the Oregon Transportation Commission strongly endorses the amendments to the Motorist Information Act of 1971 contained in Senate Bill 361. Mr. Boyd will read this policy statement at the Legislative hearing to be held on this bill and will request that it be included as part of the record. COR 18-5

2. Mr. Klaboe requested the approval of 21 projects in the total amount of $13,707,600 for Federal-aid financing with contract lettings as soon as possible. These projects would be contracted in order to take advantage of some of the recently released impounded highway fund. The proposal received the approval of the Commission. CON 21-3 SP.

3. Mr. Klaboe explained to the Commission the financing involved in the President's release of $2 billion and the withdrawal of all unobligated funds, both of which went to a combined fund to be available to all states on a first-come, first-served, basis. He explained that funds were still limited by categorical grants and the bulk of the funds would be available only for Interstate projects.

DELEGATIONS:

1. A delegation from the City of Lebanon appeared, requesting early action on the Highway 34 bypass of that city. Mr. Jackson explained that the staff will be totally tied up on the accelerated program until July 1 but that work would begin early in July, 1975 on the studies necessary for selecting a corridor and going to hearings on this project.

2. A delegation appeared from the City of Bandon concerning a request for a traffic light at the intersection of Highway 101 and 11th Street. The delegation listed various improvements near this intersection, including relocation of the Post Office, a new bank, two new schools, a new liquor store, as well as existing businesses creating traffic problems.

The Chairman advised the delegation that funds for traffic signals were in short supply and that this signal did not meet all the warrants currently being used by the Highway Division. Mr. Klaboe told the delegation that if they would advise him of the completion of some of the projects they had listed, we would be glad to make an additional study this coming summer to reevaluate the meeting of warrants.

NEXT MEETING DATE:

The next meeting of the Oregon Transportation Commission has been set for Wednesday, March 26, 1975 at 10 a.m.

Attachment

AEJ:ja

cc Transportation Commission
C. W. Head
George M. Baldwin
F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. L. Schroeder
R. B. Sipprell
J. B. Boyd
V. E. Skoog
Gary Sund
D. G. Talbot
R. N. Bothman
C. O. Fredrickson
L. E. George
E. L. Hardt
W. J. Hart
D. N. Harwell
R. P. Hamilton
Gene Huntley
John C. Jenkins
Carroll Keasey
D. H. Moehring
Gary Potter
R. E. Royer
L. W. Rulien
W. E. Schwartz
Alfred Shirley
J. H. Versteeg
Carl Williams
V. D. Wolfe
Walter L. Barrie
Jack Sollis
Federal Highway Administration

POLICY STATEMENT - OREGON TRANSPORTATION COMMISSION

The Oregon Transportation Commission strongly endorses the amendments to the Motorist Information Act of 1971 contained in Senate Bill 361.

The Department of Transportation, through its Highway Division, is presently fully implementing the logo program on the Interstate system to provide interest to the motoring public as to the location of gas, food, lodging and camping facilities adjacent to the Interstate. The Highway Division and the Travel Information Council have entered into a contract with a private contractor to provide attractive information plazas in rest areas on the Interstate and primary system. The Highway Division has recently requested Federal Highway Administration funding and approval for the experimental informational signing program on the primaries. With the full implementation of these programs sufficient directional and informational signs will be available to the traveling public to inform them of the location and type of travel oriented businesses not visible from the highway.

The Commission particularly endorses the amendments which will prohibit the erection of any more outdoor advertising signs visible from the state highway system. The continuous zoning and re-zoning of property adjacent to the state highway system to commercial and industrial zones by local government is eroding the effective control of outdoor advertising signs which it was felt had been established under the Motorist Information Act of 1971.

This erosion, if allowed to continue, could result in the erection of more outdoor advertising signs in the next few years than have been taken down in the last two years at an expense of in excess of four and one-half million dollars.

Because of the removal of outdoor advertising signs outside of existing commercial and industrial zones additional spaces for outdoor advertising signs are now available in existing commercial and industrial zones sometimes only a few feet from where a nonconforming sign has been removed. Thus, the money spent for the removal of the nonconforming sign will have accomplished nothing unless Senate Bill 361 is enacted.

The four and one-half million dollars plus that has been spent on the removal of outdoor advertising signs will have served no useful purpose unless Senate Bill 361 is enacted as presently drafted.

Read into
the Commission
Record 2/26/75
by J B Boyd
R/W Engineer

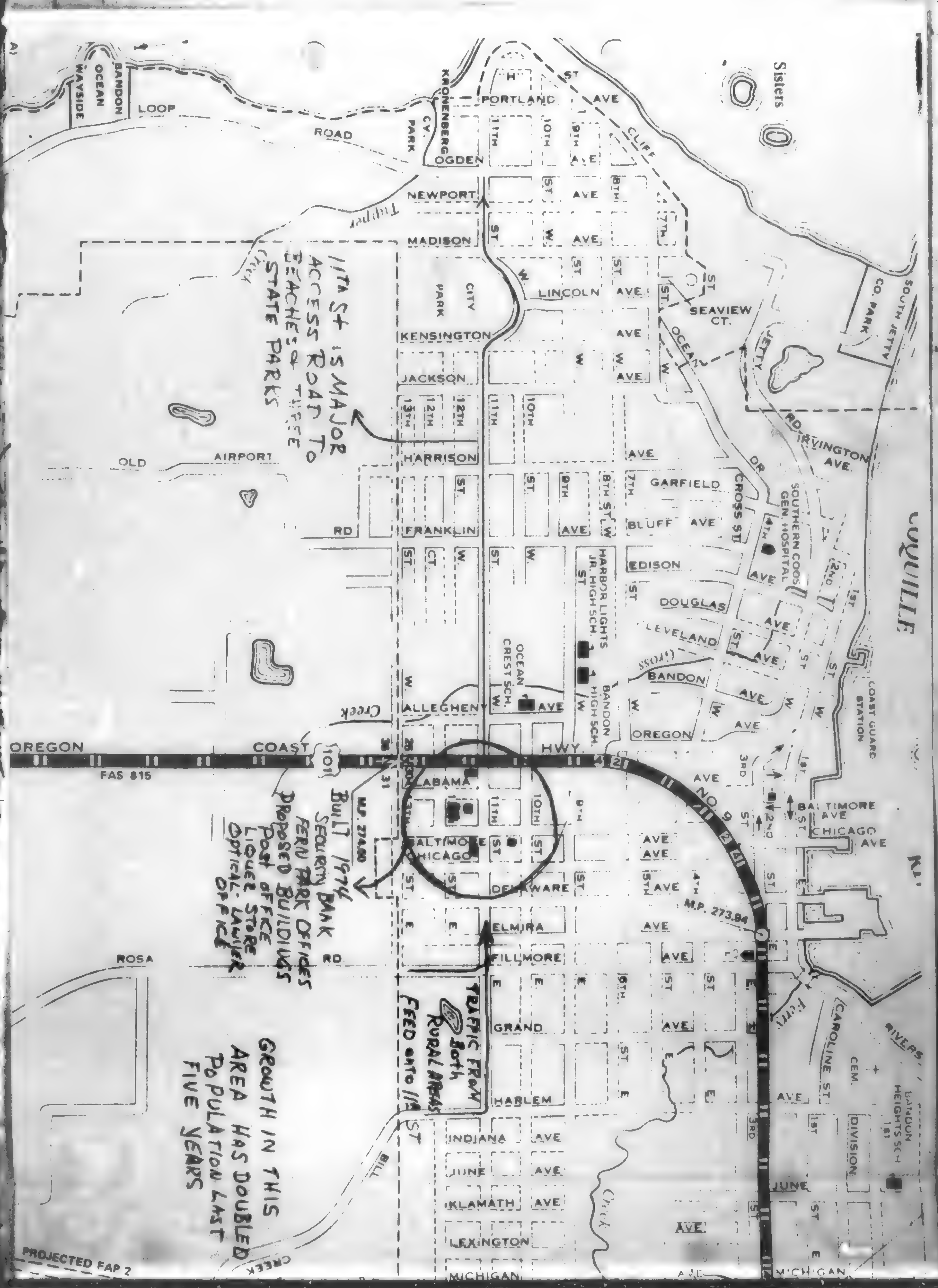
OREGON TRANSPORTATION COMMISSION

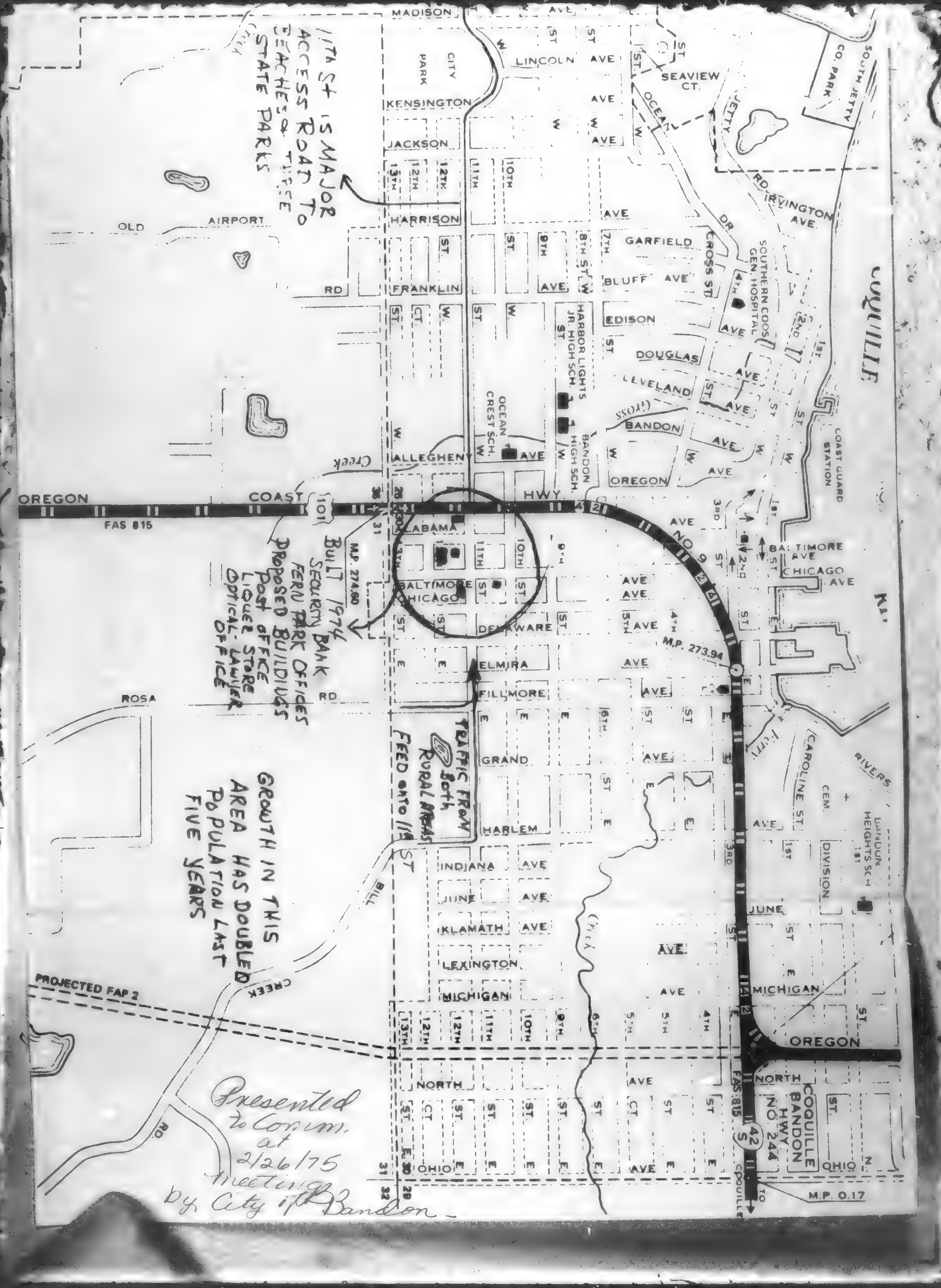
Delegation Gordon Texley, Chairman of Bandon Highway Committee, and others, re installation of traffic signals in Bandon

Date Feb. 26, 1975

Time 10:30 a.m.

Name	City or Town	Capacity
OTIS MURRAY	Bandon	Supt. of schools
(Mr. Murray is Spokesman for Group)		
Gordon Texley	Bandon	~~Mayor~~ Councilman
D.T. Goddard	"	Mayor
W.M. Donahue	"	Mgr. of Utilities


11th St is MAJOR ACCESS ROAD TO BEACHES & THREE STATE PARKS
BUILT 1974 SECURITY BANK FERN PARK OFFICES PROPOSED BUILDINGS Post office LIQUOR STORE OPTICAL-LAWYER OFFICE
TRAFFIC FROM Both RURAL AREAS FEED onto 11th
GROWTH IN THIS AREA HAS DOUBLED POPULATION LAST FIVE YEARS
OREGON COAST HWY 101
FAS 815
NO 9
M.P. 274.00
M.P. 273.94
PROJECTED FAP 2
OCEAN WAYSIDE
BANDON
LOOP ROAD
CY. PARK
KRONENBERG
PORTLAND AVE
OGDEN
NEWPORT
MADISON
LINCOLN AVE
KENSINGTON
JACKSON
HARRISON
FRANKLIN
ALLEGHENY AVE
ALABAMA
BALTIMORE AVE
CHICAGO AVE
DELAWARE
ELMIRA
FILLMORE
GRAND
HARLEM
INDIANA AVE
JUNE AVE
KLAMATH AVE
LEXINGTON
MICHIGAN
CITY PARK
OLD AIRPORT RD
ROSA RD
Tupper Creek
Creek
BILL CREEK
CLIFF
SEAVIEW CT.
OCEAN DR
JETTY RD
IRVINGTON AVE
CO. PARK
SOUTH JETTY
Sisters
COQUILLE R.
GARFIELD
BLUFF AVE
CROSS ST
EDISON
DOUGLAS AVE
CLEVELAND AVE
BANDON AVE
OREGON AVE
SOUTHERN COOS GEN. HOSPITAL
HARBOR LIGHTS JR. HIGH SCH.
OCEAN CREST SCH.
BANDON HIGH SCH.
COAST GUARD STATION
Ferry
CAROLINE ST
DIVISION
CEM.
RIVERS
BANDON HEIGHTS SCH
13TH
12TH
11TH
10TH
9TH
8TH
7TH
6TH
5TH
4TH
3RD
2ND
1ST



11th St is MAJOR ACCESS ROAD TO BEACHES & THESE STATE PARKS

BUILT 1974 SECURITY BANK
FERN PARK OFFICES
PROPOSED BUILDINGS
Post office
LIQUOR STORE
OPTICAL-LAWYER OFFICE

TRAFFIC FROM Both RURAL AREAS FEED onto 11th ST

GROWTH IN THIS AREA HAS DOUBLED POPULATION LAST FIVE YEARS

Presented
to Comm.
at
2/26/75
meeting
by City of Bandon

Presented to comm
2/26/75 by City
of Bandon 38

PETITION

FOR TRAFFIC LIGHTS ON HIGHWAY 101 AND 11th STREET AND AT THE JUNCTION OF HIGHWAY 101 AND 42 SOUTH.

We, the undersigned support the BANDON CITY COUNCIL in their efforts to secure a STOP LIGHT at the intersection of Highway 101 and 11th Street and also a CONTROL BEACON at the intersection of Highway 101 and 42 South.

We believe this traffic control is needed for the safety of all concerned.

NAME	ADDRESS
Edna Tourney	715 Bluff - Bandon
Blythe Tiffany	PO Box 441 - Bandon
Jane Stabler	1177 Portland Ave. Bandon
Mary Carol Lakey	1030 2nd St N - Bandon
Harvey [illegible] Hiley	- 480 - Bandon ave - Bandon
Steve McMahon	740 west 10th
Nancy Streeter	Rt 1 Box 2135 BANDON
John [illegible]	Langlois
Bradley Newlin	Box 502 Bandon oregon
Dolly Stockdale	PO Box 767 Bandon ore
Robert Steele	P O 452 Bandon, Or
Raymond M Hayes	Rt #1 Box 778 Bandon Oreg
Kip Eichhorn	910 E. 2nd - Bandon, Ore.
C A Meadows	Rt 1 Box 45 Langlois Ore
Marie E Johnson	Rt 1 Box 630 Bandon, Org.
Alice Wakem	1140 Newport Ave, Bandon, Ore.
Dale J Wakem	1140 Newport ave, Bandon Oregon
Sally Jacobs	1058 2nd St N. Bandon, Ore
William Worahn	880 Franklin, Bandon Ore
Janie Anderson	
Sandra Batchelor	105 Harlem Ave. Bandon
Betty Hannah	545 Chicago St
Roscoe Hannah	545 Chicago St Bandon Ore
Ruth Young	316 Klamath Ave, Bandon
[illegible]	[illegible]

We, the undersigned support the BANDON CITY COUNCIL in their efforts to secure a STOP LIGHT at the intersection of Highway 101 and 11th Street and also a CONTROL BEACON at the intersection of Highway 101 and 42 South.

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Steve McMahon	740 west 10th.
Nancy Streeto	Rt 1 Box 2135 Bandon
John [illegible]	Langlois
Bradley Newlin	Box 502 Bandon Oregon
Dolly Stockdale	PO Box 767 Bandon Ore
Robert Steele	PO 252 Bandon, Or
Raymond M Hayes	Rt #1 Box 178 Bandon Oreg
Kip Eichhorn	910 E. 2nd - Bandon, Ore.
C H Meadows	Rt 1 Box 45 Langlois Ore
Marie E Johnson	#1 Box 630 Bandon, Org.
Alice Wakem	1140 Newport Ave, Bandon, Ore.
Dale J Wakem	1140 newport ave, Bandon Oregon
Sally Jacobs	1058 2nd St N. Bandon, Ore
William Worden	880 Franklin, Bandon Or
Jessie Anderson	
Sandra Batchelor	105 Harlem Ave Bandon
Betty Hannah	545 Chicago St Bandon Or
Roscoe Hannah	545 Chicago St Bandon Ore
Ruth Young	316 Klamath Ave, Bandon
Mabel Fahy	790 Bluff Bandon
Mary E. Smith	530 Fillmore Bandon
Bernard H. Allen	Rte 1, Box 1068, Bandon

8672

8

All correspondence after February 25, 1975 letter to Oregon Transportation Commission up to delegation sheet were presented by the delegation from Bandon, OR.

Presented to
Comm
2-26-75

8672

Exhibit 1

(b) In establishing such speeds, the Engineer shall consider the volume of traffic, the condition of the roadway, the weather, or any other conditions which should be considered to insure that traffic passes through the area in safety;

(c) The speed zones shall have the full force and effect of law during the time they must remain in effect to insure safe traffic conditions in the area; and

(d) Such speed zones will be removed when the condition necessitating their designation has been removed or corrected.

The Commission accepted the Engineer's recommendation and instructed the Secretary to publish the proposed rules in the next issue of the Administrative Rule Bulletin.

The matter of adopting a set of warrants to cover the installation of traffic control devices was brought up by the Engineer. He mentioned that in the past few months the installation of traffic control devices, principally signals, has been undertaken on an individual basis under the Administrative Procedures Act. It was his opinion that individual action is unnecessary. The Highway Division for many years has been following a set of warrants established under the "Manual on Uniform Traffic Control Devices for Streets and Highways," and he recommended that the Commission adopt these parameters as guidelines for the installation of traffic control devices. The Commission accepted his recommendation and thereupon adopted the following guidelines: 5b ✓

> The proposed rules for installation of traffic control devices are those warrants established in the "Manual on Uniform Traffic Control Devices for Streets and Highways" as approved by AASHO and the National Joint Committee on Uniform Traffic Control Devices. These warrants are shown in the Manual as 4c-3, 4c-4, 4c-5, 4c-7, 4c-8, 4c-9 and 4c-10. Copies of the proposed rules (warrants) may be obtained from the Traffic Engineer, Room 505, State Highway Building, Salem, Oregon 97310.

The Secretary was instructed to publish the guildlines in the next issue of the Administrative Rule Bulletin.

The matter of a change in the location of stop signs in the City of Woodburn on the Hillsboro-Silverton Highway in Marion County was discussed. The Engineer stated that the recent establishement of a one-way couplet in Woodburn makes it desirable to revise the stop signs at the intersection of Front and Garfield Streets. Notice of this action has been published in the Administrative Rule Bulletin and no remonstrances have been received. Following his favorable recommendation, the Commission approved the following revision in stop sign location: 5c ✓

> "Traffic eastbound on Garfield Street shall not be required to stop at its intersection with Front Street (Hillsboro-Silverton Highway) in Woodburn".

The Commission thereupon adopted "Through Highways and Stop Sign Resolution No. 135," which resolution by this reference is made a part hereof and filed in the Office of the Secretary.

8672.

Exhibit 2

9

The Commission considered approving the criteria and procedures utilized in preparing a Statewide Traffic Signal Priority List. Mr. Klaboe pointed out that funds are not available to install signals at all locations which meet national warrants. He indicated the priority list has been prepared which will be continuously revised and when funds are available, consideration will be given to higher-ranking intersections. The intersections have been ranked by assigning weighted values to the warrant(s) met as follows: 4n

Accident Warrant	35
Minimum Vehicular Volume Warrant	25
Interruption of Continuous Traffic Warrant	10
Combination of Warrants	10
Systems Warrant	5

Upon his recommendation, the Commission approved the criteria and procedures utilized in preparing the priority listing.

Following Mr. Klaboe's recommendation, the Commission adopted the following as permanent rules to be published in the Secretary of State's Administrative Rule Bulletin: 5a

(1) Install stop sign at the easterly approach of the Fort Stevens Highway at Ridge Road intersection (M.P. 0.10) in the City of Hammond in Clatsop County.

(2) Install traffic signals at the intersection of 4th and Adams (Pacific Highway West) in the City of McMinnville in Yamhill County.

(The proposed rules were published in the Secretary of State's Administrative Rule Bulletin on October 1, 1974, and no requests for a hearing were received. The permanent rules were published in the November 15, 1974, issue of the Administrative Rule Bulletin to become effective November 25, 1974.)

The Commission considered the abandonment of the old highway on the Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County. Mr. Klaboe indicated that the provisions of a previous agreement have been fulfilled and approximately 3.3 miles of the old highway can now be transferred to the County. Following Mr. Klaboe's recommendation, the Commission approved the abandonment and thereupon adopted "Abandonment Resolution No. 504," which resolution by this reference is made a part hereof and filed in the Commission's files. 5b

P. 12

EXHIBIT 3

BY MARY HARRIS WESTERN WORLD 1-23-75

Several hundred concerned Bandon people jammed into the city hall council chambers last Wednesday night to lend support to the city council in their long battle with the State Highway Commission to have traffic control lights installed at two Bandon intersections.

Mayor Don Goddard gave a brief history of the city's traffic problem to the large audience, which included two State Highway Department representatives, Kipp Osborn, Regional Traffic Engineer of Roseburg, and Bill Brown, local traffic maintenance engineer from Coquille.

Osborn explained traffic warrants for traffic control lights and the state's priority system for their installation, adding that Bandon was very low on the priority list

Of the more than 400 people in attendance, some 28 testified as to the urgent need for some type of traffic control, with the others lending their support. Need was expressed for lights on Highway 101 at 11th street, as well as at the intersection of Highway 101 and 42S in east Bandon.

The warrants taken into consideration by the Highway Commission for installation of traffic control lights include traffic volumes, pedestrian volumes and past accident experience.

In a letter received by the city council on May 15 of last year, R. L. Schroeder, Assistant State Highway Engineer, pointed out that "neither of these intersections meet the warrants for signalization," which prompted the city to call for a meeting with the State Highway representatives to determine what, if anything, could be done to alleviate the problem.

In a later letter to Schroeder

are taken into consideration when granting a traffic control request, include: (1) minimum vehicular volume (2) interruption of continuous traffic (3) minimum pedestrian volume (4) school crossings (5) progressive movement (6) accident experience (7) systems and (8) combination of warrants.

The manual states that the traffic volume on a major street (which in Bandon's case would be Highway 101) must average 420 cars per hour for an eight-hour period, and on a minor street (Eleventh) it would have to average 105 cars per hour.

The pedestrian volume would have to average 105 per hour on an eight-hour basis, and to meet the "past accident experience" warrant, there must have been five accidents of the type that could have been avoided had their been traffic control devices. These do not include rear-end accidents, but primarily would be side-angle accidents which occur when a car in turning onto or coming off of Eleventh Street.

CITY HAS RECEIVED NO TRAFFIC COUNT COPY

Donahue said this week that although the city has been promised a copy of the traffic count which was used to rule out the traffic light request, to date he has not received any information.

"They (the state highway department) keep quoting from our traffic count, but so far we haven't seen any official figures," he added.

Donahue and many of those at the meeting also expressed extreme dissatisfaction with the lack of information brought to the meeting by the two representatives.

"They knew what they were coming here to discuss, and it

One of the best testimonials at the meeting came from Bandon real estate woman, Lola (Mrs. Robert) Beazizo, who was the victim of a serious accident at the 11th street intersection, which resulted in "some $8,000 in medical expenses, three months in the hospital, 11 months out of work, income cut by two-thirds and still requiring medical attention. "If you can avoid this for anyone in this room, it would be well worth it."

Jack Paulsen, owner of Jack's Phillips 66 station at the corner of 11th and 101, added that "there are about 10 near-misses a day at the intersection."

After hearing the highway officials say that there were no funds available at the current time for traffic lights anywhere in the state, Supt. Otis K. Murray asked them where the funds had gone.

He also cited the unsafe conditions which exist in bringing the district's school buses onto the highway, with trucks parked alongside the curb and others zooming back and forth down the highway. "If just one of our 77-passenger school buses is struck by a truck . . . then you'll have all the accidents you need . . " he added. But, he was quickly reminded that it would constitute only one wreck.

A number of people asked if the city could install their own traffic lights, and the highway officials said that could be done if all the standards were met. They advised that it costs about $35,000 to install a light, including $20,000 for solid state equipment and another $10 to $15,000 for the other equipment.

DOESN'T MATTER WHAT WE SAY HERE TONIGHT

is on Highway 101, but the men said they did not have that information available at that time.

"With the rules we have to play by, we can't solve your problems," they added.

"Where do we get the people with whom we can negotiate then," asked Donahue.

The men said that two surveys were taken, including one in May and the second in July.

The men advised that Bandon had been close to meeting the interruption of continuous traffic warrant (which means that traffic volume on the highway was causing excessive delay or hazard in entering from the side streets), but said it was off "quite a bit" of meeting the criteria for side-street traffic. It was also indicated that Bandon had been only two cars an hour off of meeting the minimum vehicular traffic count, but those figures were not available at the meeting.

Insurance man Eddie Waldrop furnished statistics that indicated that he had reports on file concerning 37 accidents at 11th and 101, including seven bodily injuries, and two deaths at Highway 101 and 42S. "Go back to your fearless leaders and tell them that we are darn tired of not getting any help . . . and we're getting madder all the time. We have a real problem at 11th and we'll do everything we can to cooperate with you," added Waldrop.

City Attorney Myron Spady added that "to be considered as a warrant accident, it would have to be a side-angle accident and Lola's (Mrs. Beazizo) didn't even qualify."

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In a later letter to Schroeder, city manager Bill Donahue pointed out that Security Bank had recently been built, and would soon be followed by a new post office and liquor store on the next block east, plus two office buildings which will add to the traffic at the intersections under discussion

WARRANTS EXPLAINED

The prescribed warrants are set forth in the Manual on Uniform Traffic Control Devices, and are based on the population of an area

The eight warrants which are taken into consideration when granting a traffic control request, include: (1) minimum vehicular volume (2) interruption of continuous traffic (3) minimum pedestrian volume (4) school crossings (5) progressive movement (6) accident experience (7) systems and (8) combination of warrants.

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Donahue and many of those at the meeting also expressed extreme dissatisfaction with the lack of information brought to the meeting by the two representatives.

"They knew what they were coming here to discuss, and it would certainly seem like they could have brought a few facts and figures to give the people," said Donahue.

Many people took turns expressing their views as to what could be done to obtain a light, but each time the highway representatives would answer by saying "you still don't meet the necessary criteria."

Mayor Goddard brought a round of applause from the audience when he said "We're trying to keep away from meeting your accident criteria . . . that's why we want the lights."

One of the best testimonials at the meeting came from Bandon real estate woman, Lola (Mrs. Robert) Beazizo, who was the victim of a serious accident at the 11th street intersection, which resulted in "some $8,000 in medical expenses, three months in the hospital, 11 months out of work, income cut by two-thirds and still requiring medical attention. "If you can avoid this for anyone in this room, it would be well worth it."

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DOESN'T MATTER WHAT WE SAY HERE TONIGHT

One person summed it up pretty well when he said: "Let's face it, if the numbers don't come up to the state criteria, it really doesn't matter what all these people say here tonight, does it."

And the answer was: "That's right."

QUESTIONED LIGHTS AT MYRTLE POINT

One man wanted to know how the city of Myrtle Point had managed to meet the traffic light warrants as there was not nearly the traffic flow as there is on Highway 101, but the men said they did not have that information available at that time.

"With the rules we have to play by, we can't solve your problems," they added.

"Where do we get the people with whom we can negotiate then," asked Donahue.

The men said that two surveys were taken, including one in May and the second in July.

The men advised that Bandon had been close to meeting the interruption of continuous traffic warrant (which means that traffic volume on the highway was causing excessive delay or hazard in entering from the side streets), but said it was off "quite a bit" of meeting the criteria for side-street traffic. It was also indicated that Bandon had been only two cars an hour off of meeting the minimum vehicular traffic count, but those figures were not available at the meeting.

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City Attorney Myron Spady added that "to be considered as a warrant accident, it would have to be a side-angle accident and Lola's (Mrs. Beazizo) didn't even qualify."

COMMITTEE NAMED

The council finally agreed that the best thing to do would be to appoint a committee to gather information and then go to Portland to present the case to the State Highway Commission.

Councilman Gordon Texley was named to head the committee, which also includes councilwoman Eleanor Lorenz, school superintendent Otis K. Murray, Western World news editor Mary Harris, and Eddie Waldrop, owner of Kronenberg and Waldrop Insurance

Exhibit 3a

8672

HIGHWAY DEPARTMENT REPORTS. . .

4-16 No Traffic Lights For Bandon

There won't be any traffic lights installed in Bandon . . . at least that's the word received last week by the city council from the Oregon State Highway Department.

Because of frequent vehicle accidents in the area of Highway 101 & 11th street and at the intersection of highways 101 and 42, the city council had requested traffic lights for these two hazardous areas.

A letter from R. L. Schroeder, assistant state highway engineer, said: "We have concluded the investigations you requested to determine if traffic signals should be installed at the intersection of US101 and ORE42S, and at the intersection of US101 and 11th Street in the city of Bandon.

"We have compared conditions at these intersections with the prescribed warrants as set forth in the Manual on Uniform Traffic Control Devices. These are nationally accepted warrants and have been adopted by the Oregon Transportation Commission. The warrants take into consideration traffic volumes, pedestrian volumes and the past accident experience.

"Our study of recent manual counts and a review of the past accident experience reveal that neither of these intersections meet the warrants for signalization.

"As I am sure you are aware, the demands for the installation of traffic signals go far beyond available funds. We have quite a backlog of intersections which meet the prescribed warrants. We therefore cannot recommend the installation of signals at these two intersections where the warrants are not met."

The council felt, however, that if the traffic counts were taken during the heavy traffic months of June, July and or August, the results would be different.

8672

Exhibit 4

8

1859

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 27, 1975

Mr. W. M. Donahue
Manager of Utilities
City of Bandon
Bandon, OR 97411

Dear Mr. Donahue:

This will acknowledge your letter dated January 16, 1975, concerning the intersections of US101 with 11th Street and US101 with ORE42S.

Enclosed are manual counts of the above named intersections as promised you by Mr. Osborn of this office. Perhaps after completion of the new bank, post office, liquor store and other proposed establishments, traffic volumes may increase resulting in satisfaction of more warrants and establishing a higher priority on the Statewide Traffic Signal Priority List.

The intersection of 11th Street with US101 is currently No. 41 on the Statewide Traffic Signal Priority List and the total estimated cost of the forty projects preceeding is $1,283,000.00. Intersections are ranked by assigning weighted values to certain traffic conditions. The Accident Warrant applies if an intersection has had five or more accidents in a 12-month period that could have been prevented by signalization, a weight of 35. The Minimum Vehicular Volume Warrant applies where the volume of intersecting traffic is the principal reason for consideration of signal installation, based on an 8-hour period for an average day, a weight of 25. The Interruption of Continuous Traffic Warrant applies to operating conditions where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay in entering or crossing the major street, based on an 8-hour period for an average day, a weight of 10. As stated previously, this intersection meets only the Interruption of Continuous Traffic Warrant.

In the interim, it is our recommendation that parking be removed on both sides of US101, which is 64 feet between curbs in the area between 7th Street and 13th Street, in order to accommodate an additional center lane for left turns and to increase the sight distance for vehicles entering the highway from the side streets and access points. The Highway Division would perform all striping changes and parking prohibition signing and assume all costs. It is felt the addition of a continuous left-turn lane would reduce the potential of rear-end accidents caused by a vehicle waiting to make a left turn. A parking prohibition resolution approved by the City Council would be required on behalf of the City.

The intersection of US101 and ORE42S was restudied to determine the feasibility of installing a flashing beacon. The City's request for a flashing red indication facing westbound ORE42S traffic onto US101 does not appear practical as Oregon law states that all left-turning vehicles must yield to oncoming traffic. The installation of a green left-turn arrow for northbound US101 traffic would not be permitted unless the intersection were signalized.

Based on these facts and on the traffic volumes as shown on the enclosed manual count, it is recommended that the present traffic control be maintained at this time.

By a copy of this letter, I am asking Mr. B. E. Brown, District Engineer, to arrange for ordering and installation of an interior illuminated "YIELD TO ONCOMING TRAFFIC" sign to replace the existing sign facing northbound US101 traffic.

If you have any further questions concerning these matters, please call upon this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

AS/KDO/dt
Enclosures

cc: L. E. George ✓
B. E. Brown

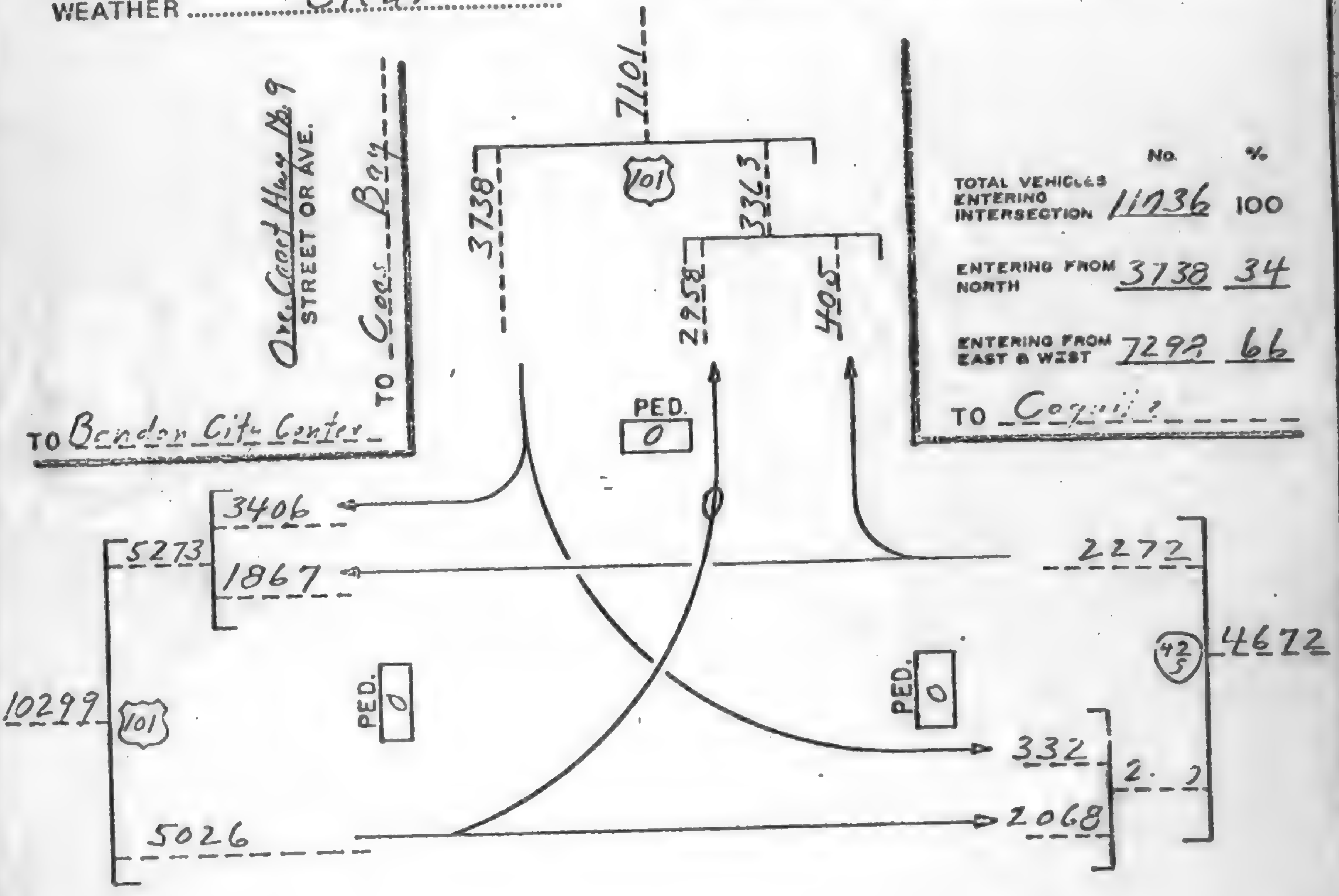
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 5/13/14/ 74
DAY OF WEEK Tues & Wed
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM to 10 PM
PEDESTRIAN COUNT None HRS.
HOURS COUNTED
WEATHER Clear

CITY OR COUNTY Bandon
INTERSECTION OF Ore. Coast Hwy. No. 9
& Coquille-Bandon Hwy No. 244

MILE POST Hwy. 9-MP. 261.60 & Hwy. 244-0.00
CLASSIFICATION All Vehicles

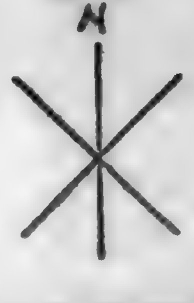


	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11036	100
ENTERING FROM NORTH	3738	34
ENTERING FROM EAST & WEST	7298	66

Remarks: 16 hour manual count factored to 24 hour volume.

Coquille-[illegible] No. 244
STREET OR AVE.

Indicate North



OREGON STATE HIGHWAY DIVISIO
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COU

Date 8/13/14/ 1974
Day of week / / Tues - Wed
Hours counted 6 AM to 10 PM
Weather Clear

lassification

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	Fr
		SUMMARY BY MOVEMENTS															
A. M.	6:00- 7:00	3	5	34	40			35	15					132	37	28	9
	7:00- 8:00	9	10	96	98			54	34					301	105	35	19
	8:00- 9:00	10	13	110	103			72	61					369	120	33	2
	9:00-10:00	4	20	208	162			105	87					586	212	36	3
	10:00-11:00	30	36	236	240			109	138					789	266	34	5
	11:00-12:00	31	39	305	272			156	185					988	336	34	6
P. M.	12:00- 1:00	30	25	242	246			118	130					791	272	34	5
	1:00- 2:00	41	38	275	213			182	157					906	316	35	5
	2:00- 3:00	22	34	355	257			126	156					950	377	40	5
	3:00- 4:00	17	26	314	245			141	165					908	331	36	5
	4:00- 5:00	28	32	268	225			151	202					906	296	33	6
	5:00- 6:00	23	22	233	199			121	154					752	256	34	4
	6:00- 7:00	22	16	181	150			90	131					590	203	34	3
	7:00- 8:00	8	20	120	98			83	78					407	128	31	2
	8:00- 9:00	13	20	75	82			97	106					393	88	22	3
	9:00-10:00	11	12	44	59			57	82					265	55	21	2
	10:00-11:00																
	11:00-12:00																
A. M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
24-Hour total		332	405	3406	2958			1867	2068					11036	3738	34	72
16-Hour total		302	368	3096	2689			1697	1881					10033	3390	34	66
...-Hour total																	
Control																	
Factor																	

Ore. Coast Hwy. No. 9 St. is North and South

Coquille - Bandon Hwy. No. 244 St. is East and West
FAS 815

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Bandon
Intersection Ore. Coast Hwy. No. 9
& Coquille-Bandon Hwy. No. 244
Mile Post Hwy. 9-MP 261.60 & Hwy. 244-MP 0.00
Classification All Vehicles

lassification

								ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	Sou
			132	37	28	95	72	37	40	55	-				
			301	105	35	196	65	105	64	132	-				
			369	120	33	249	67	120	85	164	-				
			586	212	36	374	64	212	125	249	-				
			789	266	34	523	66	266	145	378	-				
			988	336	34	652	66	336	195	457	-				
			791	272	34	519	66	272	143	376	-				
			906	316	35	590	65	316	220	370	-				
			950	377	40	573	60	377	160	413	-				
			908	331	36	577	64	331	167	410	-				
			906	296	33	610	67	296	183	427	-				
			752	256	34	496	66	256	143	353	-				
			590	203	34	387	66	203	106	201	-				
			407	128	31	279	69	128	103	176	-				
			393	88	22	305	78	88	117	188	-				
			265	55	21	210	79	55	69	141	-				
			11036	3738	34	7298	66	3738	2272	5026					
			10033	3390	34	6635	66	3390	2065	4570					

Tabulated by

Checked by

th

est

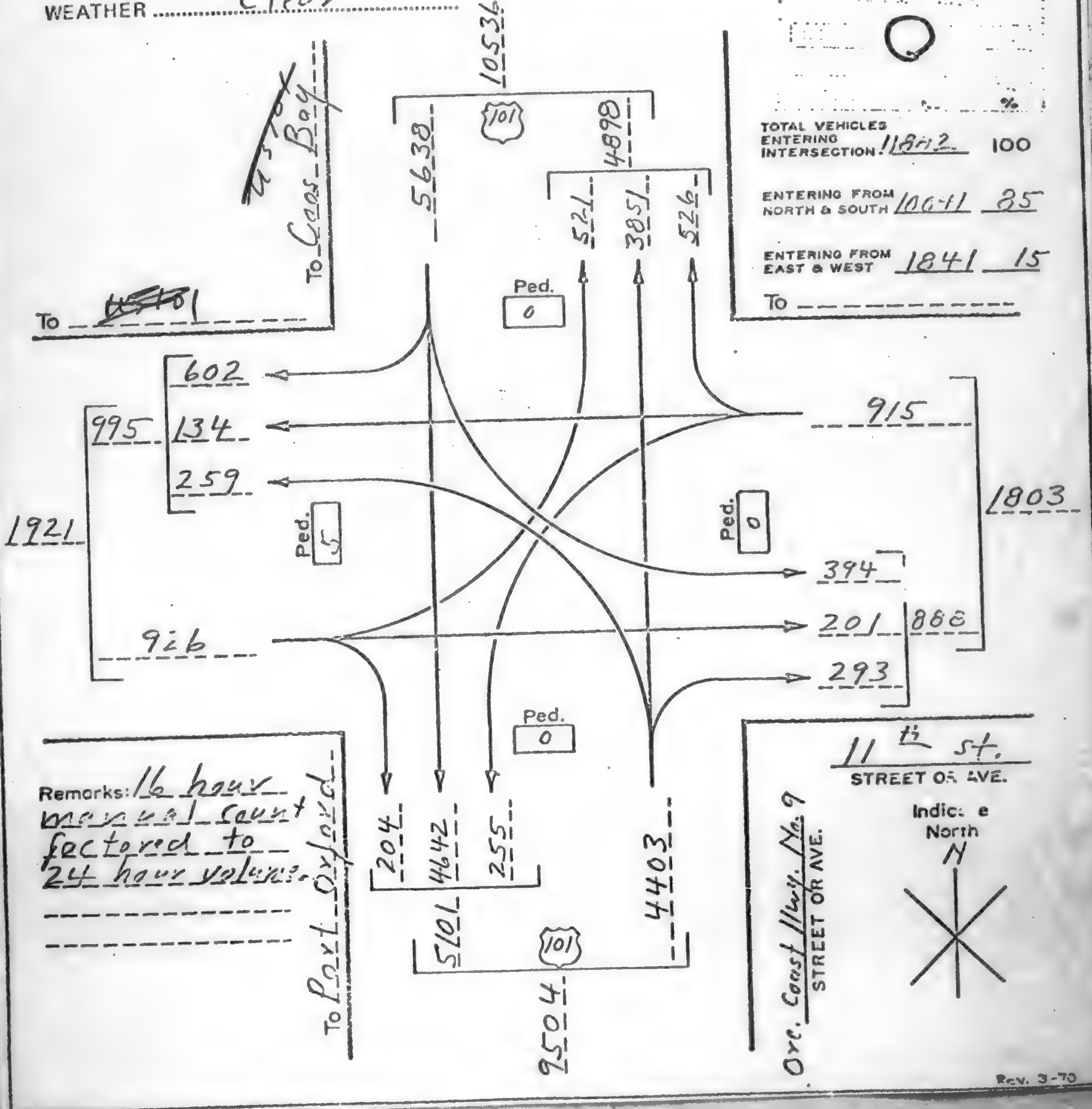
REGON STATE HIGHWAY DIVISI
TRAFFIC ENGINEERING SECTIO

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 7/7/8/ 1974
DAY OF WEEK Wed - Thur.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM to 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM to 10 PM
WEATHER Clear

CITY OR COUNTY Bandon
INTERSECTION OF Ore. Coast Hwy. No. 9
& 11th St.

MILE POST 274.40
CLASSIFICATION All Vehicle



		%
TOTAL VEHICLES ENTERING INTERSECTION	11882	100
ENTERING FROM NORTH & SOUTH	10041	85
ENTERING FROM EAST & WEST	1841	15

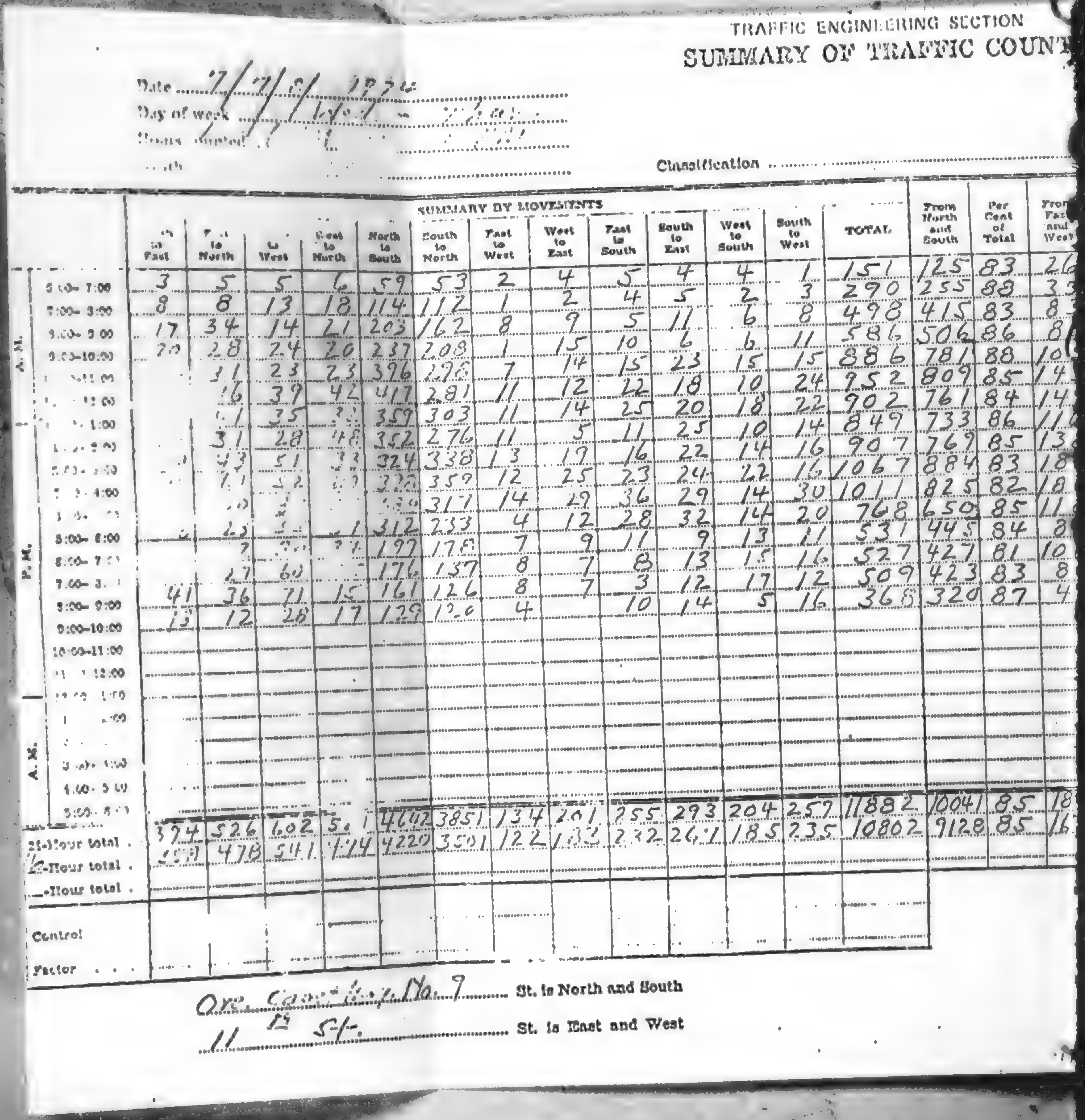
To

11th St.
STREET OR AVE.

Ore. Coast Hwy. No. 9
STREET OR AVE.

Remarks: 16 hour manual count factored to 24 hour volume.

Rev. 3-70



TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date 7/7/8/ 1976

Day of week [illegible] Wed - Thu

Hours counted [illegible]

Classification

		to East	to North	to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West
A. M.	6:00- 7:00	3	5	5	6	59	53	2	4	5	4	4	1	151	125	83	26
	7:00- 8:00	8	8	13	18	114	112	1	2	4	5	2	3	290	255	88	3
	8:00- 9:00	17	34	14	21	203	162	8	9	5	11	6	8	498	415	83	83
	9:00-10:00	20	28	24	20	237	208	1	15	10	6	6	11	586	506	86	8
	10:00-11:00		31	23	23	396	276	7	14	15	23	15	15	886	781	88	10
	11:00-12:00		16	39	42	417	281	11	12	22	18	10	24	952	809	85	14
P. M.	12:00- 1:00		11	35	[illegible]	359	303	11	14	25	20	18	22	902	761	84	14
	1:00- 2:00		31	28	48	352	276	11	5	11	25	10	14	849	733	86	11
	2:00- 3:00		43	51	[illegible]	324	338	13	17	16	22	14	16	907	769	85	13
	3:00- 4:00		71	52	[illegible]	325	359	12	25	23	24	22	16	1067	884	83	18
	4:00- 5:00		[illegible]	[illegible]		[illegible]	317	14	29	36	29	14	30	1011	825	82	18
	5:00- 6:00		23	[illegible]	[illegible]	312	233	4	12	28	32	14	20	768	650	85	11
	6:00- 7:00		7	[illegible]	[illegible]	197	178	7	9	11	9	13	11	531	445	84	8
	7:00- 8:00		27	60		176	137	8	7	8	13	15	16	527	427	81	10
	8:00- 9:00	41	36	71	15	161	126	8	7	3	12	17	12	509	423	83	8
	9:00-10:00	13	12	28	17	129	120	4		10	14	5	16	368	320	87	4
	10:00-11:00																
	11:00-12:00																
A. M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
24-Hour total		374	526	602	[illegible]	4642	3851	134	201	255	293	204	257	11882	10041	85	18
16-Hour total		[illegible]	478	541	474	4220	3501	122	182	232	261	185	235	10802	9128	85	16
__-Hour total																	
Control																	
Factor																	

Ore. Cascade Hwy. No. 7 St. is North and South

11th St. St. is East and West

TRAFFIC ENGINEERING SECTION

UMMARY OF TRAFFIC COUNT

City or County Bandon

Intersection Ore. Coast Hwy. No. 9

& 11th St.

Mile Post 224.49 (Approx.)

Classification [illegible]

lication

West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
											5 — 0	5 — 0	5 — 0	5 —
4	1	151	125	83	26	17	67	12	14	58				
2	3	290	255	88	35	12	135	13	22	120				
6	8	498	415	83	83	17	234	47	36	181				
6	11	586	506	86	80	14	281	39	41	225				
15	15	886	781	88	105	12	445	53	52	336				
10	24	952	809	85	143	15	486	79	64	323				
18	22	902	761	84	141	16	416	77	64	345				
10	14	849	733	86	116	14	418	53	63	315			3	
14	16	907	769	85	138	15	393	72	66	376			1	
22	16	1067	884	83	183	17	485	96	87	399			1	
14	30	1011	825	82	186	18	449	90	96	376				
14	20	768	650	85	118	15	365	55	63	285				
13	11	531	445	84	86	16	247	30	56	198				
15	16	527	427	81	100	19	261	43	57	166				
17	12	509	423	83	86	17	273	47	39	150				
5	16	368	320	87	48	13	170	26	22	150				
204	257	11882	10041	85	1841	15	5638	915	926	4403	0	0	5	0
185	235	10802	9128	85	1674	15	5125	832	842	4003				

Tabulated by ....

Checked by ....

DONALD L. GODDARD, MAYOR
W.M. DONAHUE, UTILITIES MANAGER, TREASURER
DON S. MACDONALD, CHIEF OF POLICE
W.A. ASHTON, FIRE CHIEF, CIVIL DEFENSE DIRECTOR
RUTH S. PRAHAR, MUNICIPAL JUDGE
DON M. PIERCE, DEPUTY RECORDER
JEAN N. STREETS, LIBRARIAN

COUNCILMEN
GEORGE K. STEDDOM
HOWARD TUCKER
WM. F. PALMER
GORDON J. TEXLEY
ELEANOR LORENZ
DOUG DICES

CITY OF BANDON
BANDON, OREGON 97411

LUMBERING AND AGRICULTURE
"CRANBERRY CAPITAL OF OREGON"
DEEP WATER HARBOR
BANDON-BY-THE-SEA

MUNICIPAL LIGHT, POWER, WATER, SEWER
PUBLIC LIBRARY

January 16, 1975

Kipp Osborn, Regional Traffic Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Osborn,

For your information, I am enclosing a copy of my 1974 correspondence file with the highway division. In particular, will you please read with care the letter dated July 3, 1974, and the answer to that by Mr. R. L. Schroeder dated July 15, 1974, which I took as a very inadequate answer.

As hinted in that letter, we are having some growing pains. The new bank at the corner of 11th Street is now completed. I am informed that construction is expected to start on the new post office in April of this year. One office building has been completed, another is being planned, plus an auto paint shop is in the planning on East 11th Street. Several new homes are also being constructed in the neighborhood.

We are all very concerned about the safety of our citizens, young, old and all between. We are insisting that some very effective action be taken to assure the safety of everyone who uses the highway in any way.

West of the highway, as you may know, lies half of our residential population, most of our public school system (except the 1st & 2nd grades, which will be there in the very near future), and a low income, elderly housing project of 32 units. These elderly people must cross the highway to get groceries, and soon to get to the post office, or to get to the banks, city hall, drug store, clothing store, etc. Two people who live on the west side are in wheel chairs and must be pushed across the highway twice in order to enjoy a visit to any store.

Out this way also lies the ocean which attracts many people who use the 11th Street route to get to the beaches and parks.

*The third paragraph brings up the possibility of left turn lanes, elimination of parking and possibly a simple intersection control beacon plus reduced speed through the area as possible solutions if a traffic light in not warranted or desireable. You are the engineers and it was my thought that I might also have gotten an answer as to the practicability of such an approach to the problem.

We have a larger share of elderly retirees than the state, county or other cities in Coos County have. The 55 - 64 age group increased by 69% from 1960 to 1970 while the over 64 age group increased by 83% in the same period. The only other age group to show an increase in the same period was the 15 - 24 age group. All others had a decline. What has this to do with traffic control? Only that many of the older ones do not have an auto and find it mandatory to cross the highway repeatedly for their many needs, and this they do on foot. Some who drive are no longer as fast reacting as they once were and need all the assistance we can give them in getting around without undue stress. True, one could rule them off the roads, but they have put in their life's work and deserve to enjoy whatever time they have as self sufficient as we can help them to be and as safe as we can make it for them: after all it is only a matter of a few trips of this world around the sun and barring accidents there are we also.

The whole point of this digression is that there must be something that can be done besides saying "no, we can't put up a light," or "we don't think you have a problem." If you believe that, I am sure the people here will convince you otherwise because they feel very strong on this issue. It will not go away without some concrete action of some kind. We look to you for help in finding a suitable solution and this discussion does include the 42 - 101 intersection also.

I have tried to stick to facts, but being human, some feelins have crept in and I hope you will forgive that. However, perhaps now, after the meeting you attended in lieu of Mr. Shirley who was in lieu of Mr. Schroeder, the lines of communications will hopefully open up and a solution can be worked toward and achieved.

Sincerely,

CITY OF BANDON

W.M. Donahue

W. M. Donahue
Manager of Utilities

WMD/et

* My letter, July 3, 1974

Copies to: Oregon State Highway Division
Bill Brown, District Engineer
P.O. Box 1265
Coos Bay, Oregon 97420

Oregon State Highway Division
Alfred Shirley, Jr., Regional Engineer
Roseburg, Oregon 97470

R. L. Schroeder
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

Glenn L. Jackson, Commissioner
℅ Pacific Power & Light Co.
Medford, Oregon 97501

December 10, 1974

Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley, Jr:

Thank you for your reply to our request for a meeting with you.

We shall expect you on January 15, 1975. Our meeting begins at 7:00 P.M.

Sincerely yours,

CITY OF BANDON

W. M. Donahue
Manager of Utilities

WMD/et

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

FILE: TRA 7

December 6, 1974

Mr. W. M. Donahue
Manager of Utilities
City of Bandon
Bandon, OR 97411

Dear Mr. Donahue:

I have received a copy of R. L. Schroeder's letter to you concerning your traffic problem in Bandon.

We will be glad to meet with you on your third Wednesday night meeting in January, January 15, if that is suitable for you. This is the earliest we can arrange to meet at your regular council meeting.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw

cc B. E. Brown

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 2, 1974

Mr. W. M. Donahue
Manager of Utilities
City of Bandon
Bandon, Oregon 97411

Dear Mr. Donahue:

I am replying to your letter of November 27 requesting a meeting with Highway Division personnel to discuss your traffic problem in Bandon.

By a copy of this letter I am asking our Regional Engineer, Mr. Alfred Shirley, to contact you. Depending on Mr. Shirley's schedule, I am quite certain he will be in touch with you within the next week.

If I can be of any further assistance, please let me know.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

November 27, 1974

R. L. Schroeder
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

Thank you for your communication of October 29, 1974 and for making the traffic count.

The city council would like very much to meet with representatives of the state highway division who will listen to what the problem is as we see it and as to some possible options to just waiting indefinitely; which we feel does not at all solve the problem.

Our regular meetings are on the first and third Wednesday of each month at 7:00 PM in the City Hall, however we will gladly arrange a special time to fit your schedule if you will come. You may contact us at 347-3696 for arrangements if you wish.

Sincerely yours,

CITY OF BANDON

W. M. Donahue
Manager of Utilities

WMD/et

8672

Exhibit 5 8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 29, 1974

Mr. William M. Donahue
Manager of Utilities
City of Bandon
Bandon, Oregon 97411

Dear Mr. Donahue:

As I promised in my July 15 letter, we have conducted manual traffic counts at the intersections of US101 at ORE42S and at 11th Street during the summer when traffic volumes were at their peak.

Using these new data and comparing them to the traffic signal warrant figures, we find although the traffic volume was up roughly 50 percent from that observed in March, traffic warrants are not met at the ORE42S intersection.

We do find that the intersection of US101 and 11th Street does meet the Interruption of Continuous Traffic Warrant under the summer traffic volumes. We will add it to our statewide Traffic Signal Priority Listing. Since it meets only this one warrant, it will not rate very high, and it is therefore quite doubtful we will have funds to install a signal in the foreseeable future.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

[illegible] TRA 16-6
[illegible] to anyone

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon

DATE October 22, 1974

TO L. E. George, Traffic Engineer, Salem

Kipp D. Osborn
FROM KIPP D. OSBORN, Regional Traffic Engineer

SUBJECT Traffic Signal Reinvestigations
US101 at Junction of ORE42S and 11th Street in Bandon

These reinvestigations are a result of the attached newspaper article requesting the use of manual counts taken during the peak of the tourist season in June, July or August in determining the signal warrants for these intersections.

A traffic signal investigation was undertaken at the junction of the Oregon Coast Highway and Coquille-Bandon Highway using March, 1974, volume data as outlined in the report dated May 9, 1974. There are no apparent changes since the previous investigation, with the exception of the current volume data which is roughly 50% higher than that used in March, 1974. However, none of the warrants are met in using the higher volume data as shown on the attached warrant comparison sheet.

A previous traffic signal investigation undertaken at the intersection of the Oregon Coast Highway and 11th Street in Bandon revealed that no warrants were met. However, using current volume data warrant No. 2, interruption of continuous traffic is met.

As a result of this reinvestigation, it is recommended that no further improvements be made at the intersection of US101 and ORE42S at this time.

It is further recommended that the intersection of US101 and 11th Street in Bandon be placed on the Statewide traffic signal priority list for proposed new traffic signal installations.

NOTED
L.E. GEORGE

KDO/dt
Attachments

cc: B. E. Brown

10/23/74
approved

RECEIVED
OCT 24 1974
TRAFFIC ENGINEERING

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
REGION III-ROSEBURG

TRAFFIC SIGNAL WARRANT COMPARISON *

LOCATION OREGON COAST HIGHWAY AT JUNCTION WITH
COQUILLE-BANDON HIGHWAY - BANDON

Hourly Volumes on Major Street - Max. 8 hrs. (Total of both approaches)	523	652	519	590	573	577	610	496
Hourly Minor Street Volumes - Same 8 hrs. (Highest hourly volumes from each approach)	30	31	30	41	22	17	28	23
Hourly Pedestrian Volumes Across Major Street - Same 8 hrs. (Highest volume crosswalk)	0							

	Minimum Volume Warrant 70% of Warrant	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicluar Volume:		
Major Street	350	8
Minor Street	105	0
2. Interruption of Continuous Traffic:		
Major Street	530	5
Minor Street	53	0
3. Minimum Pedestrian Volume:		
Vehicular Volume - Major Street	420	8
Pedestrian Volume	105	0
4. Accident Experience:		
Preventable Accidents (last 12 months)	1 1/	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday Peak Hour)	N/A	
Minimum Warrant	800	

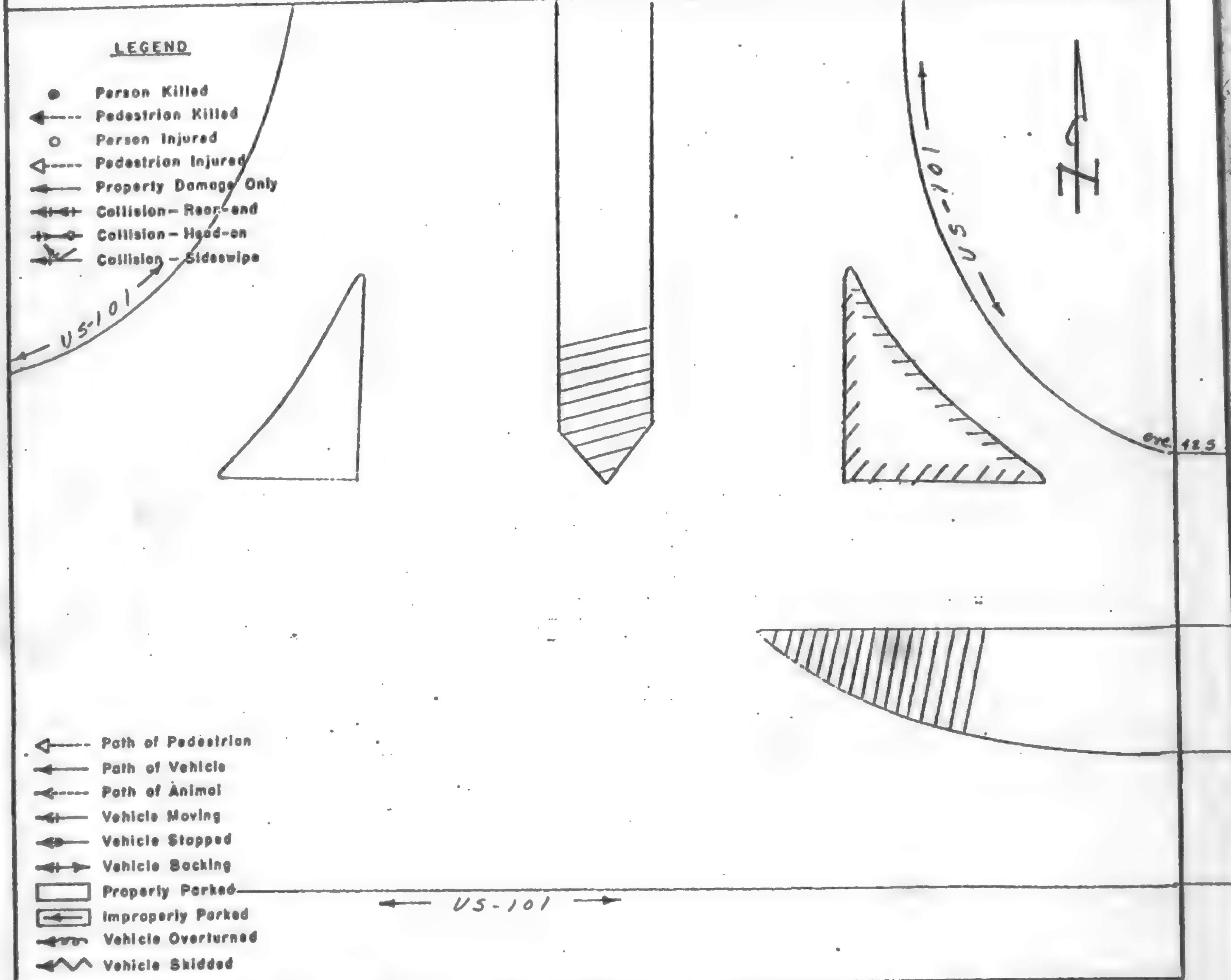
---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

1/ If three-phase signal were to be installed.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SEC N
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Bandon County COOS
Intersection of Oregon Coast Hwy. and Coquille - Bandon Hwy.
Highway Number 9 (US 101) & 244 (Ore 42S) MP. 261.60
Period Covered 1-1-74 6-30-74
Compiled by JA Drawn by Date 8-16-74

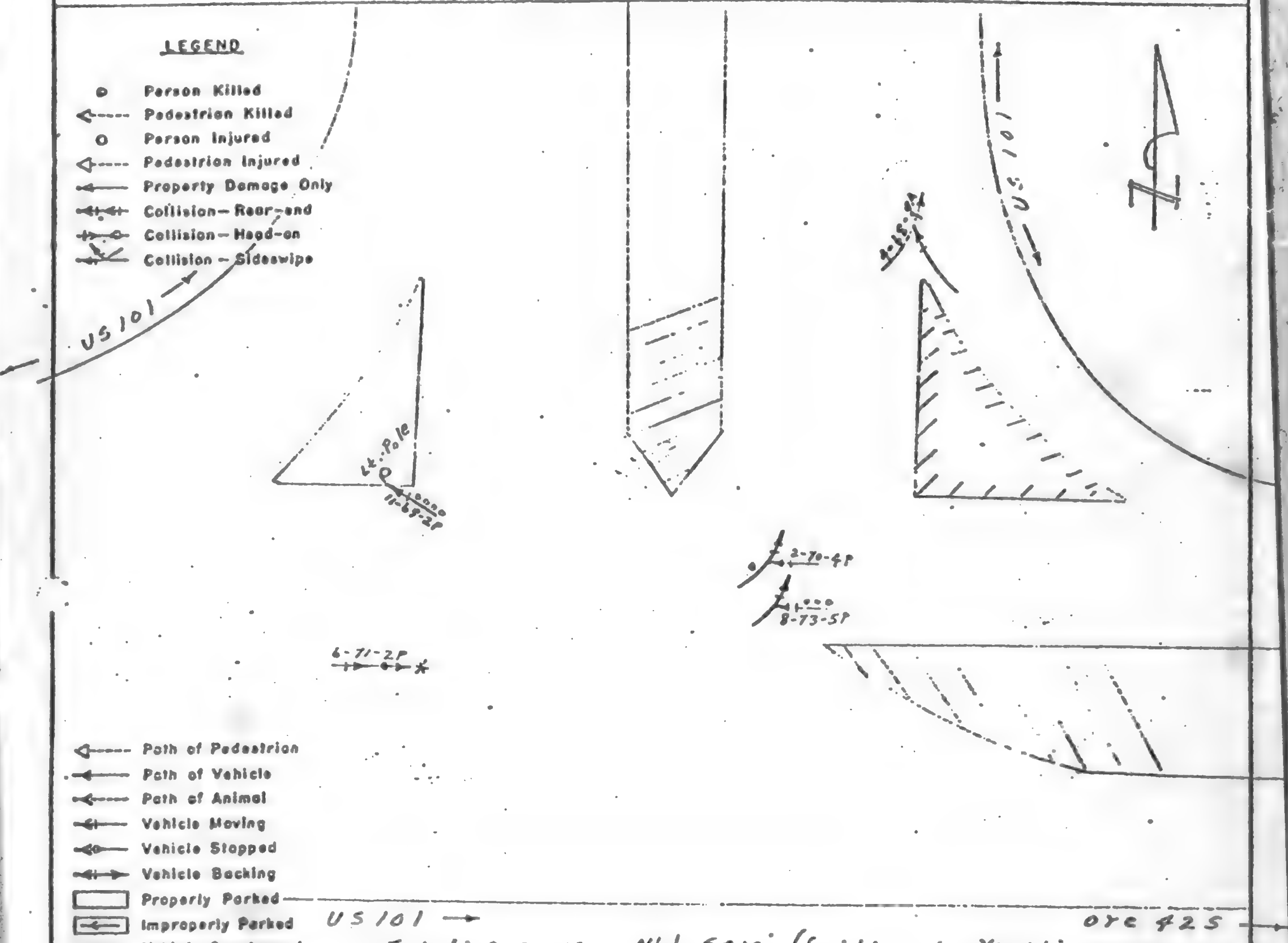


Collision Type	6 Mos. 1974																			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0																

Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Bandon County Coos
Intersection of Oregon Coast Hwy and Coquille-Bandon Hwy
Highway Number 9 (U[illegible] 244 (Ore 425) M.P. 261.60
Period Covered 1-1-68 12-31-73
Compiled by [illegible] Drawn by Date 3-18-74



LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

* Stopped prior L/T

· Fatal: 8-20-73
Clr. 4:30 PM
Dry Light 2K 1I

Nbd semi (failing to Yield) making L/T
struck by Wbd camper
Truck Driver cited

Collision Type	19[illegible]-9 Mos. 1969				1970-1971				1972				12 Mos. 1973				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end							1	1											1	1
Sideswipe																				
Turning Movement			1	1		1		1					1			1	1	1	1	3
Parking																				
Non-collision																				
Fixed Object		1		1														1		1
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	1	2		1	1	2				0	1			1	1	2	2	5

Form E-261-6-70

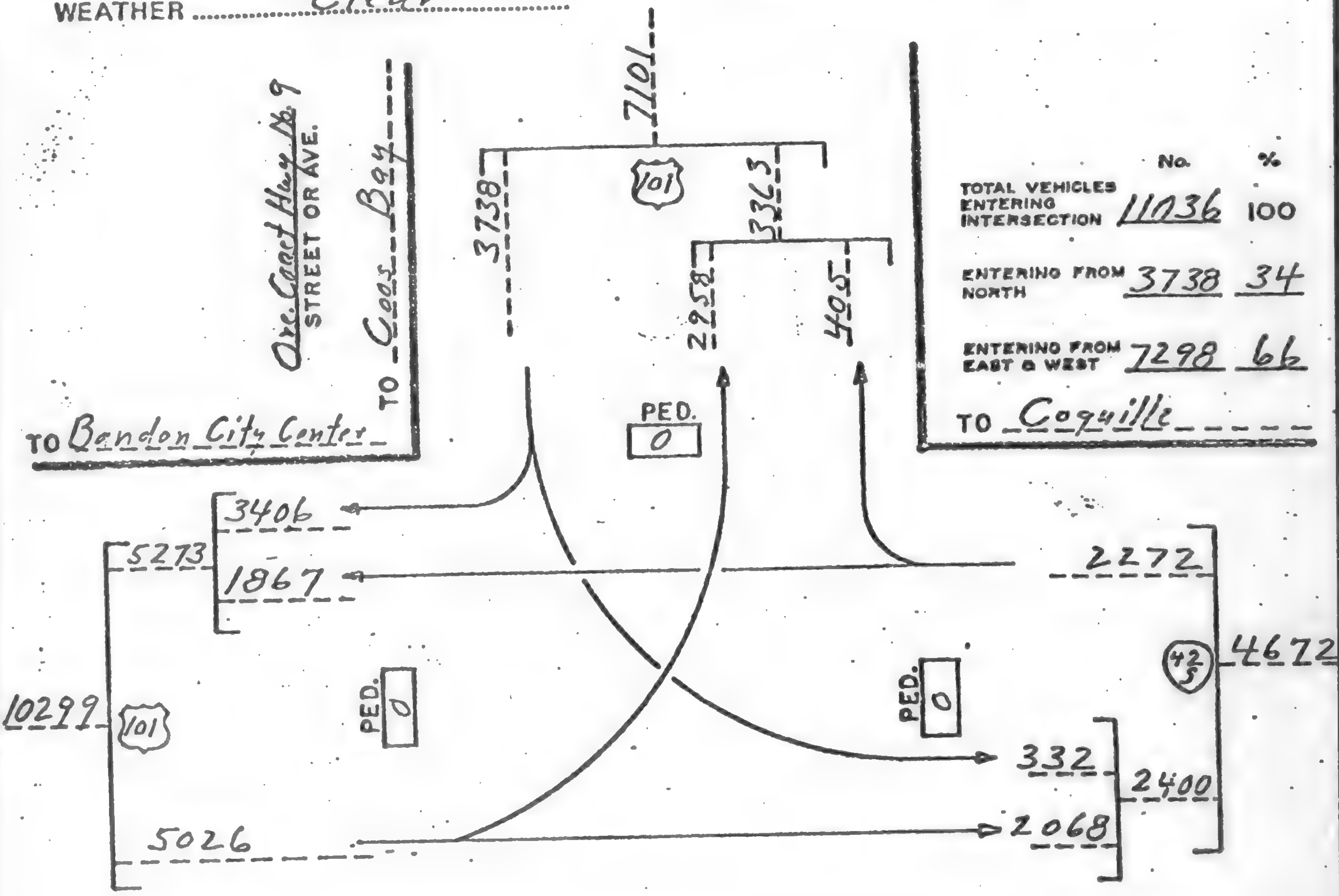
REGON STATE HIGHWAY DIVISI
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 8/13/14/ 74
DAY OF WEEK / Tues & Wed.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10 PM
PEDESTRIAN COUNT None HRS.
HOURS COUNTED
WEATHER Clear

CITY OR COUNTY Bandon
INTERSECTION OF Ore. Coast Hwy. No. 9
& Coquille - Bandon Hwy. No. 244

MILE POST Hwy. 9-MP. 261.60 - Hwy. 244 -0.0
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11036	100
ENTERING FROM NORTH	3738	34
ENTERING FROM EAST & WEST	7298	66

Remarks: 16 hour manual count factored to 24 hour volume.

Coquille-Bandon Hwy. No. 24
STREET OR AVE.

Indicate North
N

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date 8/13/14/ 1974
Day of week / / Tues - Wed
Hours counted 6AM to 10 PM
Weather Clear

Classification

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West
A. M.	6:00- 7:00	3	5	34	40			35	15					132	37	28	95
	7:00- 8:00	9	10	96	98			54	34					301	105	35	196
	8:00- 9:00	10	13	110	103			72	61					369	120	33	249
	9:00-10:00	4	20	208	162			105	87					586	212	36	374
	10:00-11:00	30	36	236	240			109	138					789	266	34	523
	11:00-12:00	31	39	305	272			156	185					988	336	34	652
P. M.	12:00- 1:00	30	25	242	246			118	130					791	272	34	519
	1:00- 2:00	41	38	275	213			182	157					906	316	35	590
	2:00- 3:00	22	34	355	257			126	156					950	377	40	573
	3:00- 4:00	17	26	314	245			141	165					908	331	36	577
	4:00- 5:00	28	32	266	225			151	202					906	296	33	610
	5:00- 6:00	23	22	233	199			121	154					752	256	34	496
	6:00- 7:00	22	16	181	150			90	131					590	203	34	387
	7:00- 8:00	8	20	120	98			83	78					407	128	31	279
	8:00- 9:00	13	20	75	82			97	106					393	88	22	305
	9:00-10:00	11	12	44	59			57	82					265	55	21	210
	10:00-11:00																
	11:00-12:00																
A. M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
	24-Hour total	332	405	3406	2958			1867	2068					11036	3738	34	7298
	16-Hour total	302	368	3096	2689			1697	1881					10033	3398	34	6635
	-Hour total																
	Control																
	Factor																

Ore. Coast Hwy. No. 9 St. is North and South
Coquille - Bandon Hwy. No. 244 St. is East and West
FAS 815

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Bandon
Intersection Ore. Coast Hwy. No. 9
& Coquille - Bandon Hwy. No. 244
Mile Post Hwy. 9-MP. 261.6 & Hwy. 244-MP. 0.0
Classification All Vehicles

Classification ....

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES – SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWA North	East	West
			132	37	28	95	72	37	40	55	95			
			301	105	35	196	65	105	64	132	196			
			369	120	33	249	67	120	85	164	249			
			586	212	36	374	64	212	125	249	374			
			789	266	34	523	66	266	145	378	523	✓		
			988	336	34	652	66	336	195	457	652			
			791	272	34	519	66	272	143	376	519			
			906	316	35	590	65	316	220	370	590			
			950	377	40	573	60	377	160	413	573			
			908	331	36	577	64	331	167	410	577			
			906	296	33	610	67	296	183	427	610			
			752	256	34	496	66	256	143	353	496	✓		
			590	203	34	387	66	203	106	281	387			
			407	128	31	279	69	128	103	176	279			
			393	88	22	305	78	88	117	188	305			
			265	55	21	210	79	55	69	141	210			
			11036	3738	34	7298	66	3738	2272	5026				
			10033	3398	34	6635	66	3398	2065	4570				

Tabulated by ....

Checked by ....

South

West

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
REGION III-ROSEBURG

TRAFFIC SIGNAL WARRANT COMPARISON *

LOCATION OREGON COAST HIGHWAY AT 11TH STREET
BANDON

Hourly Volumes on Major Street - Max. 8 hrs. (Total of both approaches)	781	809	761	733	769	884	825	650
Hourly Minor Street Volumes - Same 8 hrs. (Highest hourly volumes from each approach)	53	79	77	53	72	96	90	55
Hourly Pedestrian Volumes Across Major Street - Same 8 hrs. (Highest volume crosswalk)	0							

	Minimum Volume Warrant 70%	Number of Hours Warrant is Met (8 required)
1. Minimum Vehiclular Volume:		
Major Street	420	8
Minor Street	105	0
2. Interruption of Continuous Traffic:		
Major Street	630	8
Minor Street	53	8
3. Minimum Pedestrian Volume:		
Vehicular Volume - Major Street	420	-
Pedestrian Volume	105	-
4. Accident Experience:		
Preventable Accidents (last 12 months)	1	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday Peak Hour)	N/A	
Minimum Warrant	800	

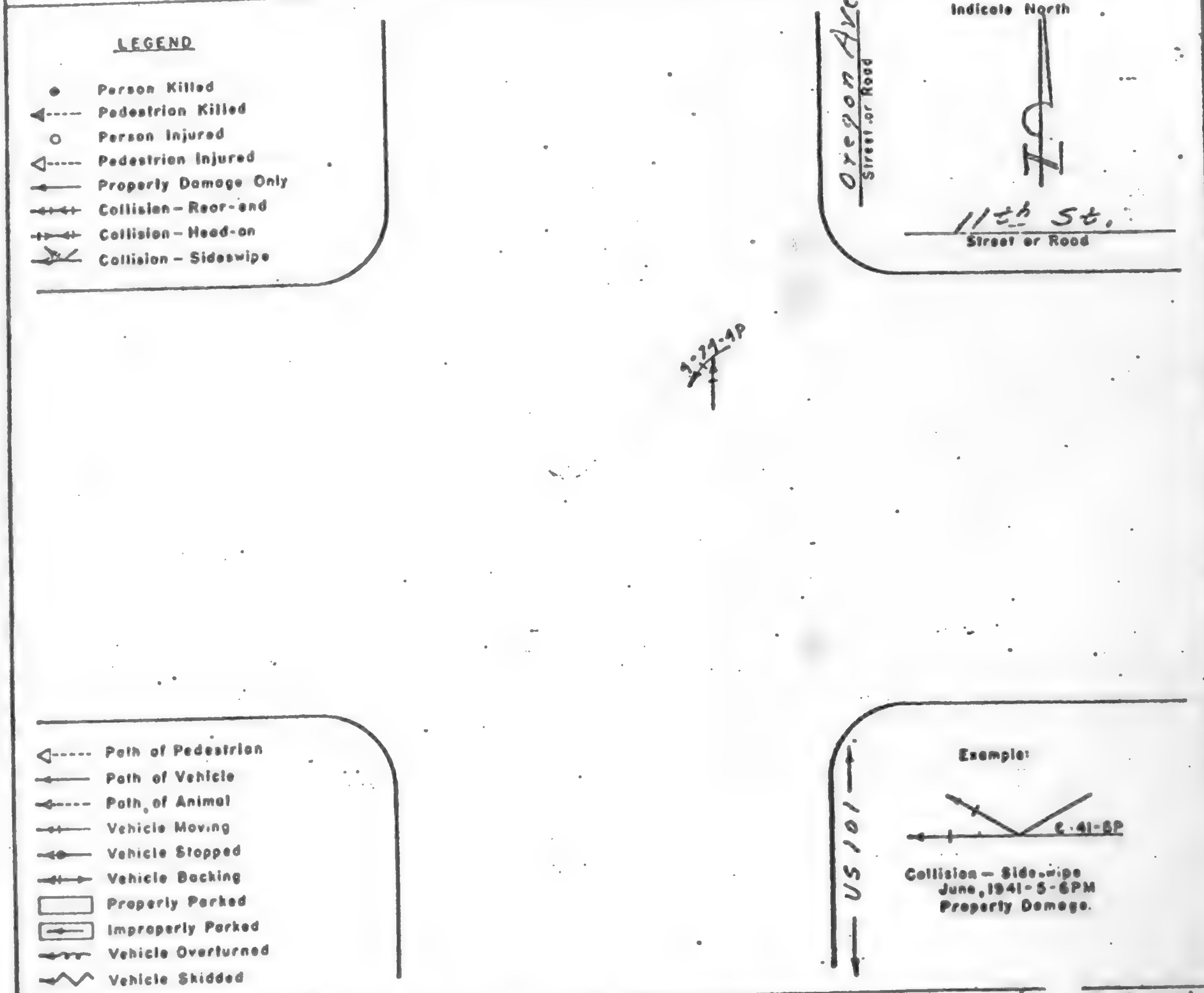
---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

Oregon State Highway ivision
Traffic Engineering [illegible]tion
Accident Analysis

COLLISION DIAGRAM

City of Bandon County Coos
Intersection of Oregon Coast Hwy and 11th St.
Highway Number 9 [illegible]S101) MP. 274.48 (7)
Period Covered 1-1-73 5-31-74
Compiled by [illegible] Drawn by Date 8-1-74



LEGEND

●	Person Killed
◁-----	Pedestrian Killed
○	Person Injured
◁-----	Pedestrian Injured
←——	Property Damage Only
←+←+	Collision - Rear-end
→+←	Collision - Head-on
⤫	Collision - Sideswipe

◁-----	Path of Pedestrian
←——	Path of Vehicle
←-----	Path of Animal
←+—	Vehicle Moving
←●—	Vehicle Stopped
→+→	Vehicle Backing
▭	Properly Parked
▭	Improperly Parked
←↓↓	Vehicle Overturned
←∿	Vehicle Skidded

Collision - Sideswipe
June, 1941 - 5-6PM
Property Damage.

Collision Type	1973				5 Mos. 1974												Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement							1	1											1	1
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL				0			1	1											1	1

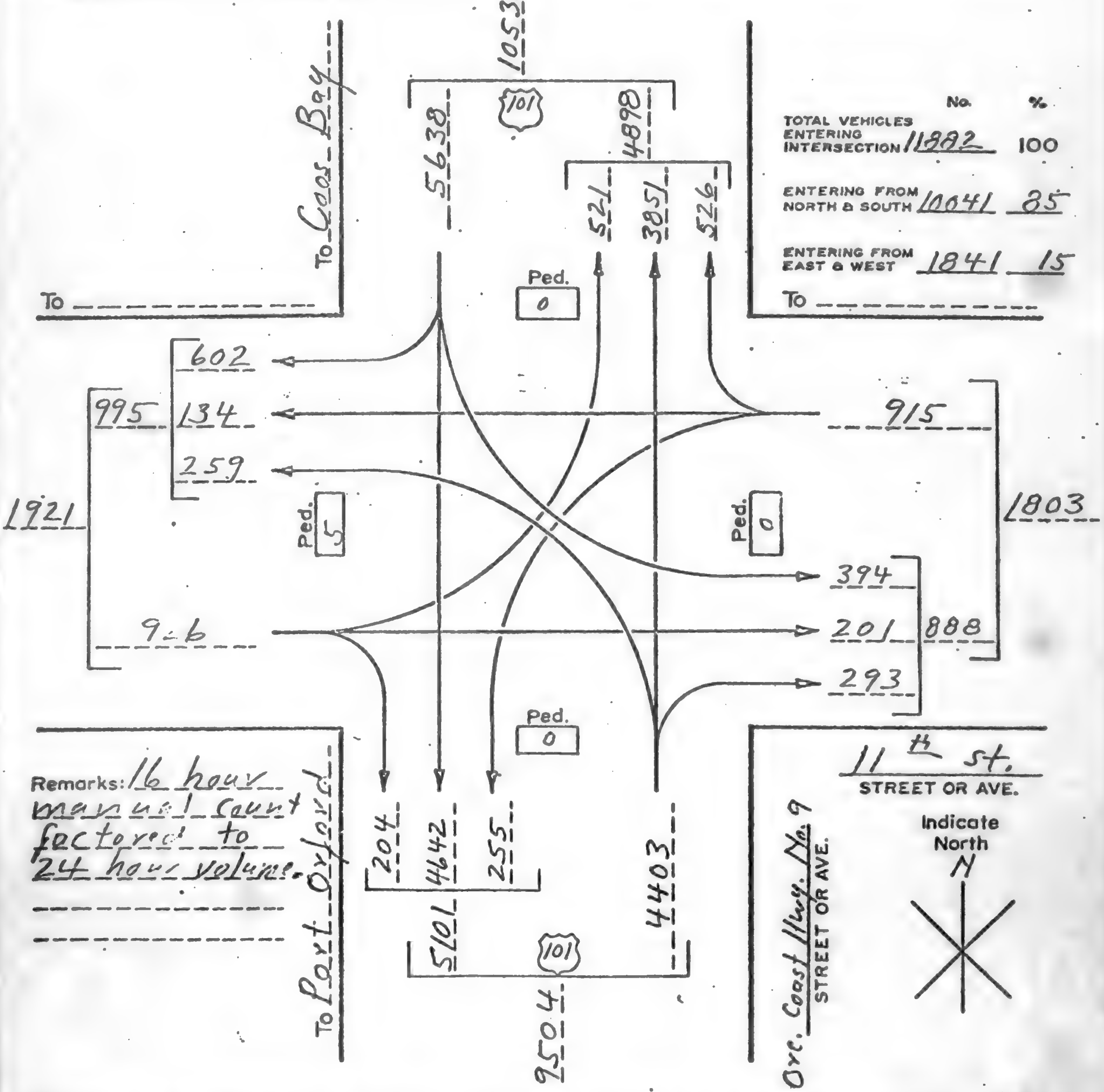
Form E-260 — 2M — 11-45 5/70

REGON STATE HIGHWAY DIVISIO
RAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 7/7/8/ 1974
DAY OF WEEK Wed - Thur.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM to 10 PM
WEATHER Clear

CITY OR COUNTY Bandon
INTERSECTION OF Ore. Coast Hwy. No 9 & 11th St.
MILE POST 274.48 Approx.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11882	100
ENTERING FROM NORTH & SOUTH	10041	85
ENTERING FROM EAST & WEST	1841	15

Remarks: 16 hour manual count factored to 24 hour volume.

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date [illegible] 1974

Day of week [illegible] Wed. – Thu.

Hours counted [illegible]

Weather

Classification

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
A. M.	6:00- 7:00	3	5	5	6	59	53	2	4	5	4	4	1	151	125	83	26	17
	7:00- 8:00	8	8	13	18	114	112	1	2	4	5	2	3	290	255	88	35	12
	8:00- 9:00	17	34	14	21	203	162	8	9	5	11	6	8	498	415	83	83	17
	9:00-10:00	20	28	24	20	237	208	1	15	10	6	6	11	586	506	86	80	14
	10:00-11:00	26	31	23	23	396	298	7	14	15	23	15	15	886	781	88	105	12
	11:00-12:00	30	46	39	42	417	281	11	12	22	18	10	24	952	809	85	143	15
	12:00- 1:00	22	41	35	32	359	303	11	14	25	20	18	22	902	761	84	141	16
	1:00- 2:00	28	31	28	48	352	276	11	5	11	25	10	14	849	733	86	116	14
	2:00- 3:00	18	43	51	33	324	338	13	19	16	22	14	16	907	769	85	138	15
	3:00- 4:00	[illegible]	61	52	40	398	359	12	25	23	24	12	[illegible]	1067	884	83	183	17
	4:00- 5:00	[illegible]	42	[illegible]	33	[illegible]	317	14	29	36	29	14	[illegible]	1011	825	82	186	18
	5:00- 6:00	18	23	35	37	312	233	4	12	28	32	14	20	768	650	85	118	15
	6:00- 7:00	12	[illegible]	[illegible]	34	[illegible]	178	7	9	11	9	17	11	531	445	84	86	16
	7:00- 8:00	22	27	60	[illegible]	[illegible]	137	8	7	8	12	15	[illegible]	527	427	81	100	19
	8:00- 9:00	41	36	71	15	161	126	8	7	3	12	17	12	509	423	83	86	17
	9:00-10:00	13	12	28	17	[illegible]	120	4		10	14	5	16	368	320	87	48	13
	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
	1:00- 2:00																	
A. M.	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
24-Hour total		394	521	602	521	4642	3851	134	201	255	293	204	259	11882	10041	85	1841	15
16-Hour total		358	418	541	474	4220	3501	122	183	232	261	185	235	10802	9128	85	1674	15
-Hour total																		
Control																		
Factor																		

Tabulat

Checked

Ore. Coast Hwy. No. 9 St. is North and South

11th St. St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Bandon
Intersection Ore. Coast Hwy No. 9
& 11th St.
Mile Post 274.48 (Approx.)
Classification All Lanes

Classification

									ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
												5 0	5 0	5 0	5
4	4	1	151	125	83	26	17	67	12	14	58	26			
5	2	3	270	255	88	35	12	135	13	22	120	35			
11	6	8	498	415	83	83	17	234	47	36	181	83			
6	6	11	586	506	86	80	14	281	29	41	225	80			
23	15	15	886	781	88	105	12	445	53	52	336	105			
18	10	24	952	809	85	143	15	486	77	64	323	143			
20	18	22	902	761	84	141	16	416	77	64	345	141			
25	10	14	849	733	86	116	14	418	53	63	315	116			
22	14	16	907	769	85	138	15	393	72	66	376	138		3	
24	22	[illegible]	1067	884	83	183	17	485	96	87	399	183		1	
29	14	[illegible]	1011	825	82	186	18	449	90	96	376	186		1	
32	14	20	768	650	85	118	15	365	55	63	285	118			
9	17	11	531	445	84	86	16	247	30	56	198	86			
13	15	[illegible]	527	427	81	100	19	261	43	57	166	100			
12	17	12	509	423	83	86	17	273	47	39	150	86			
14	5	16	368	320	87	48	13	170	26	22	150	48			
293	204	259	11882	10041	85	1841	15	5638	915	926	4403	0	0	5	0
261	185	235	10802	9128	85	1674	15	5125	832	842	4003				

Tabulated by

Checked by

South

West

C2

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 15, 1974

Mr. William M. Donahue
Manager of Utilities
City of Bandon
Bandon, Oregon 97411

Dear Mr. Donahue:

In response to your letter of July 3, we will conduct a manual traffic count at the intersection of US101 and ORE42S, and at the intersection of US101 and 11th Street in the city of Bandon.

This count will be taken during the peak summer traffic and the results compared to our traffic signal warrant figures.

You will be advised of our findings.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

July 3, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: R. L. Schroeder

Dear Sirs:

Thank you for the notification you gave us concerning our request for traffic control lights at 11th St. on 101 and at the Junction of 42S and 101. We appreciate your financial condition as it is the same as everyone elses', too many places for the available supply of money. However that does not change the situation here. We believe a traffic count now would show different results and would warrant traffic control lights. Could a new count be taken during July or August?

At the intersection of 11th St. and the highway, a new bank is being built, to be followed by a new Post Office and liquor store on the next block east plus 2 office buildings in the planning stages which will add to the traffic at the intersection under discussion.

We are concerned about the traffic at that intersection and wish to prevent a problem of any great magnitude rather than have to take corrective action later. Perhaps if lights are out of the question entirely, some other approach may be used, such as turning lanes or something of that nature. Do you have any suggestions? We feel very strongly that we need to do something soon.

Sincerely yours,

CITY OF BANDON

W. M. Donahue
Manager of Utilities

cc: Bill Brown
O.S.H.D. Coquille, Oregon

8672

Exhibit 6

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 15, 1974

Mr. William H. Donahue
Manager of Utilities
City of Bandon
Bandon, Oregon 97411

Dear Mr. Donahue:

We have concluded the investigations you requested to determine if traffic signals should be installed at the intersection of US101 and ORE42 S, and at the intersection of US101 and 11th Street in the city of Bandon.

We have compared conditions at these intersections with the prescribed warrants as set forth in the Manual on Uniform Traffic Control Devices. These are nationally accepted warrants and have been adopted by the Oregon Transportation Commission. The warrants take into consideration traffic volumes, pedestrian volumes and the past accident experience.

Our study of recent manual counts and a review of the past accident experience reveal that neither of these intersections meet the warrants for signalization.

As I am sure you are aware, the demands for the installation of traffic signals go far beyond available funds. We have quite a backlog of intersections which meet the prescribed warrants. We therefore cannot recommend the installation of signals at these two intersections where the warrants are not met.

Very truly yours,

MAY 15 1974
TRAFFIC ENGIN

R. L. Schroeder
Assistant State Highway Engineer

NOTED
BRUCE TAYLOR

bc F. B. Klaboe
A. E. Johnson
~~L. E.~~ George
H. S. Cox
Alfred Shirley, Jr.

RDT:pb: ajw

FORM E-3C

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE May 9, 1974

TO L. E. George, Traffic Engineer, Salem

Glen L Clark

FROM GLEN L. CLARK, Regional Traffic Engineer

SUBJECT Traffic Signal Investigation
Oregon Coast Highway at Junction with Coquille-Bandon Highway
US101 - Highway No. 9, M.P. 261.60, Bandon

Attached is a letter dated March 12, 1974, from Mr. William M. Donahue, Manager of Utilities, Bandon, requesting traffic signal investigations on behalf of the City Council at US101 and 11th Street and at the subject location. On March 15, 1974, a letter of acknowledgement indicated that we would conduct such an investigation at the subject location and that we had already conducted one at the 11th Street intersection. This latter intersection did not meet any of the standard warrants.

This junction forms a "T" type intersection. US101 makes a 90° turn and occupies the north and west legs. The east leg is ORE42N (Coquille-Bandon Highway). A leg has been constructed for the free flow of southbound US101 traffic to make the right turn north to west. A left turn refuge has been constructed for the complementary movement (west to north). The signing splits the traffic well in advance of this intersection on the west leg. All other legs are two lane, two way facilities, but the west leg is four lanes. The junction is illuminated (wood pole, 30-foot mounting height). An interior illuminated "YIELD TO ONCOMING TRAFFIC" sign has been spanwire mounted facing the left turning vehicle (west to north). Southbound US101 traffic wishing to turn left (north to east) is stopped. This light movement is the only stopped movement in the intersection. The terrain is level and sight distance is good through the intersection.

There were five reported accidents at this junction during the six-year period 1/1/68 to 12/31/73. There were two fatalities and six persons injured. There were three turning, one rear-end and one fixed object type accident. The fatal accident occurred at 4:30 p.m. on August 20, 1973, when an eastbound truck turned left in front of a westbound pickup camper. The weather was clear, the pavement dry and under daylight conditions.

RECEIVED

TRAFFIC ENGINEERING

A 16-hour manual turning movement count factored to 24 hours taken March 19 & 20, 1973, revealed that 7,369 vehicles entered this intersection. One-hundred seventy-seven, or 2.4%, entered from the north (excluding the 1,856 free right turns north to west); 5,336, or 72%, entered from the east and west. A major conflict involves the left turn movement west to north of 1,706 vehicles in conflict with the east-west movement of 1,559 vehicles. All other movements are as shown on the attached flow diagram.

Also attached is a signal warrant comparison data sheet showing that none of the standard warrants are met. It will be noted that even if the 1,856 free right turn movements were left in on the north leg, the warrants would not be met.

As a result of this investigation, it is recommended that no further improvements be made at this intersection at this time. Please advise if you wish this office to inform the City of our findings.

5/9/74 Approved

GLC/dt
Attachments

cc: William Anhorn

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
REGION III-ROSEBURG

TRAFFIC SIGNAL WARRANT COMPARISON *

LOCATION Oregon Coast Highway at Junction with
Coquille-Bandon Highway, Bandon

Hourly Volumes on Major Street - Same 8 hrs. (Total of both approaches)	375	414	332	319	409	532	444	314
Hourly Minor Street Volumes - Same 8 hrs. (Highest hourly volumes from each approach)	8	5	13	11	16	16	12	20
Hourly Pedestrian Volumes Across Major Street - Same 8 hrs. (Highest volume crosswalk)	0							

	Minimum Volume Warrant 70% of Warrant		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicluar Volume:			
Major Street	350		5
Minor Street	105		0
2. Interruption of Continuous Traffic:			
Major Street	525		1
Minor Street	53		0
3. Minimum Pedestrian Volume:			
Vehicular Volume - Major Street	420		-
Pedestrian Volume	105		-
4. Accident Experience:			
Preventable Accidents (last 12 months)		1 1/	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday Peak Hour)		N/A	
Minimum Warrant		800	

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* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

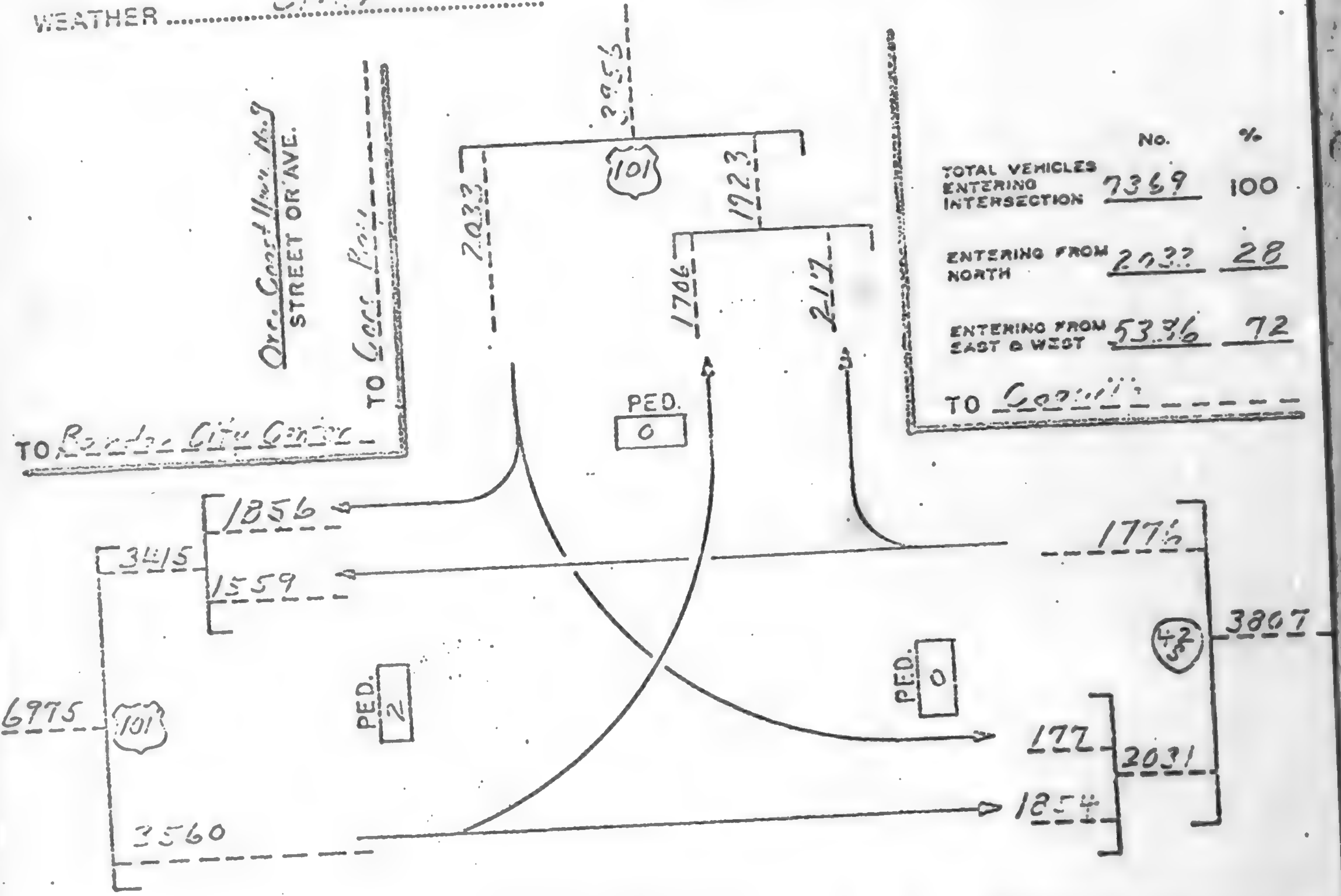
1/ if three-phase signal were to be installed.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 3/19/20/ 1974
DAY OF WEEK Tues. & Wed.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM to 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM to 10 PM
WEATHER Clear

CITY OR COUNTY Bandon
INTERSECTION OF Ore. Coast Hwy. No. 9
& Coquille-Bandon Hwy. No. 244
MILE POST Hwy. 9-MP 261.60 = Hwy. 244-MP 0.00
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7369	100
ENTERING FROM NORTH	2032	28
ENTERING FROM EAST & WEST	5336	72

Coquille-Bandon Hwy. No. 244
STREET OR AVE.

Remarks: 16 hour [illegible] count Factored to 24 hour volumes

Indicate North
N

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

[illegible] 1978
[illegible]
[illegible]

Classification

City or County Bandon
Intersection Ore. Coast Hwy. [illegible]
Coquille [illegible]
Mile Post Hwy. 9-[illegible] 261.69
Classification [illegible]

SUMMARY BY MOVEMENTS													ENTERING VOLUMES – SUMMARY BY LEGS			
North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South
		42	[illegible]					197	84	43	113	57	84	58	55	
		[illegible]	[illegible]					249	103	41	146	59	103	50	96	
		[illegible]	[illegible]					298	93	31	205	69	93	86	119	
		[illegible]	[illegible]					403	114	28	289	72	114	110	179	
		[illegible]	82					442	122	28	320	72	122	108	212	
		[illegible]	[illegible]					512	137	27	375	73	137	119	256	
		[illegible]	[illegible]					550	136	25	414	75	136	160	254	
		[illegible]	111					479	147	31	332	69	147	111	221	
		[illegible]	98					446	127	28	319	72	127	103	216	
		[illegible]	137					560	151	27	409	73	151	140	269	
		13[illegible]	221					679	147	22	532	78	147	150	382	
		103	128					590	146	25	444	75	146	114	330	
		82	[illegible]					440	126	29	314	71	126	92	222	
		76	[illegible]					405	118	29	287	71	118	106	181	
		60	[illegible]					241	51	21	190	79	51	67	123	
		39	[illegible]					208	47	23	161	77	47	40	121	
		1559	1854					7369	2033	28	5336	72	2033	1776	3536	
		1417	1685					6679	1849	28	4850	72	1849	1614	3236	

Tabulated by

Checked by

Hw. 9 St. in North and South
Hy. 244 St. in East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Bandon

Intersection Ore. Coast Hwy [illegible]
Coq[illegible]

Mile Post Hwy. 9 [illegible] 261.69

Classification

lassification

								ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS		
outh to ast	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North S C	East S C	West S C
			197	84	43	113	57	84	58	55				
			249	103	41	146	59	103	50	96				
			298	93	31	205	69	93	86	119				
			403	114	28	289	72	114	110	179				
			442	122	28	320	72	122	108	212				
			512	137	27	375	73	137	119	256				
			550	136	25	414	75	136	160	254				
			479	147	31	332	69	147	111	221				
			446	127	28	319	72	127	103	216				
			560	151	27	409	73	151	140	269				
			679	147	22	532	78	147	150	382				
			590	146	25	444	75	146	114	330				
			440	126	29	314	71	126	92	222				
			405	118	29	287	71	118	106	181				
			241	51	21	190	79	51	67	123				
			208	47	23	161	77	47	40	121				
			7369	2033	28	5336	72	2033	1776	3560		0	0	2
			6679	1849	28	4850	72	1849	1614	323[illegible]				

Tabulated by

Checked by

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SUMMARY

Date 3/19/20 1974
Day of week Tues & Wed
Hours counted [illegible]
Weather Clear

Classification

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	
A. M.	6:00- 7:00	[illegible]	8	[illegible]	[illegible]			42	[illegible]					197	84	43	[illegible]
	7:00- 8:00	[illegible]	8	97	[illegible]			42	[illegible]					249	103	41	[illegible]
	8:00- 9:00	[illegible]	9	[illegible]	[illegible]			77	[illegible]					298	93	31	[illegible]
	9:00-10:00	[illegible]	13	158	[illegible]			91	[illegible]					403	114	28	289
	10:00-11:00	13	[illegible]	109	[illegible]			77	82					442	122	28	320
	11:00-12:00	8	[illegible]	129	[illegible]			[illegible]	[illegible]					512	137	27	375
	12:00- 1:00	5	[illegible]	121	[illegible]			[illegible]	[illegible]					550	136	25	414
P. M.	1:00- 2:00	13	[illegible]	[illegible]	[illegible]			[illegible]	111					479	147	31	332
	2:00- 3:00	[illegible]	[illegible]	116	[illegible]			[illegible]	98					442	127	28	[illegible]
	3:00- 4:00	[illegible]	11	[illegible]	[illegible]			[illegible]	137					560	151	27	409
	4:00- 5:00	16	17	[illegible]	161			[illegible]	221					679	147	22	532
	5:00- 6:00	12	13	[illegible]	122			103	178					590	146	25	444
	6:00- 7:00	20	[illegible]	[illegible]	103			85	[illegible]					440	126	29	314
	7:00- 8:00	11	10	[illegible]	71			76	[illegible]					405	118	29	287
	8:00- 9:00	[illegible]	9	[illegible]	[illegible]			60	[illegible]					241	51	21	190
	9:00-10:00	2	1	[illegible]	[illegible]			[illegible]	[illegible]					208	47	23	161
	10:00-11:00																
	11:00-12:00																
A. M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
[illegible]-Hour total		177	217	1856	1766			1359	1834					7369	[illegible]	28	[illegible]
12-Hour total		161	177	1668	1551			1412	1685					6679	[illegible]	28	4830
-Hour total																	
Control																	
Factor																	

Oregon Coast Hwy. No. 9 St. in North and South

[illegible] No. 244 St. in East and West

FAS 815

ORE
TRAFF

SUMMARY O

Date 3/19/22 1974
Day of week Tues. & Wed.
Hours counted [illegible]
Weather Clear

Classification

SUMMARY BY MOVEMENTS

North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	Wes	
7	2	75	58			42	7					197	84	43	[illegible]	
[illegible]	8	97	59			42	47					249	103	41	111	
[illegible]	9	86	65			77	[illegible]					298	93	31	20	69
6	13	158	[illegible]			91	79					403	114	28	289	[illegible]
13	[illegible]	109	[illegible]			77	82					442	122	28	320	[illegible]
8	[illegible]	129	132			97	110					512	137	27	375	73
5	36	131	[illegible]			130	38					550	136	25	414	75
13	21	[illegible]	[illegible]			96	111					479	147	31	332	69
[illegible]	16	116	118			87	98					442	127	28	319	72
[illegible]	11	133	132			129	137					560	151	27	409	73
16	17	131	131			133	221					679	147	22	532	78
12	13	[illegible]	122			103	178					590	146	25	444	75
20	[illegible]	[illegible]	103			85	[illegible]					440	126	29	314	71
11	10	107	77			76	110					405	118	29	287	71
[illegible]	9	[illegible]	43			60	[illegible]					241	51	21	190	79
3	1	[illegible]	31			39	70					208	47	23	161	77
177	217	1856	1766			1359	1354					7369	2033	28	5336	72
161	177	1688	1551			1417	1685					6679	1829	28	4850	72

Tabulated

Checked b

Oregon Coast Hwy. No. 9 St. in North and South
Coos Hw.-Bandon Hwy. No. 244 St. in East and West
FHS 815

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECT[illegible]
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of [illegible] County [illegible]

Intersection of [illegible] and [illegible]

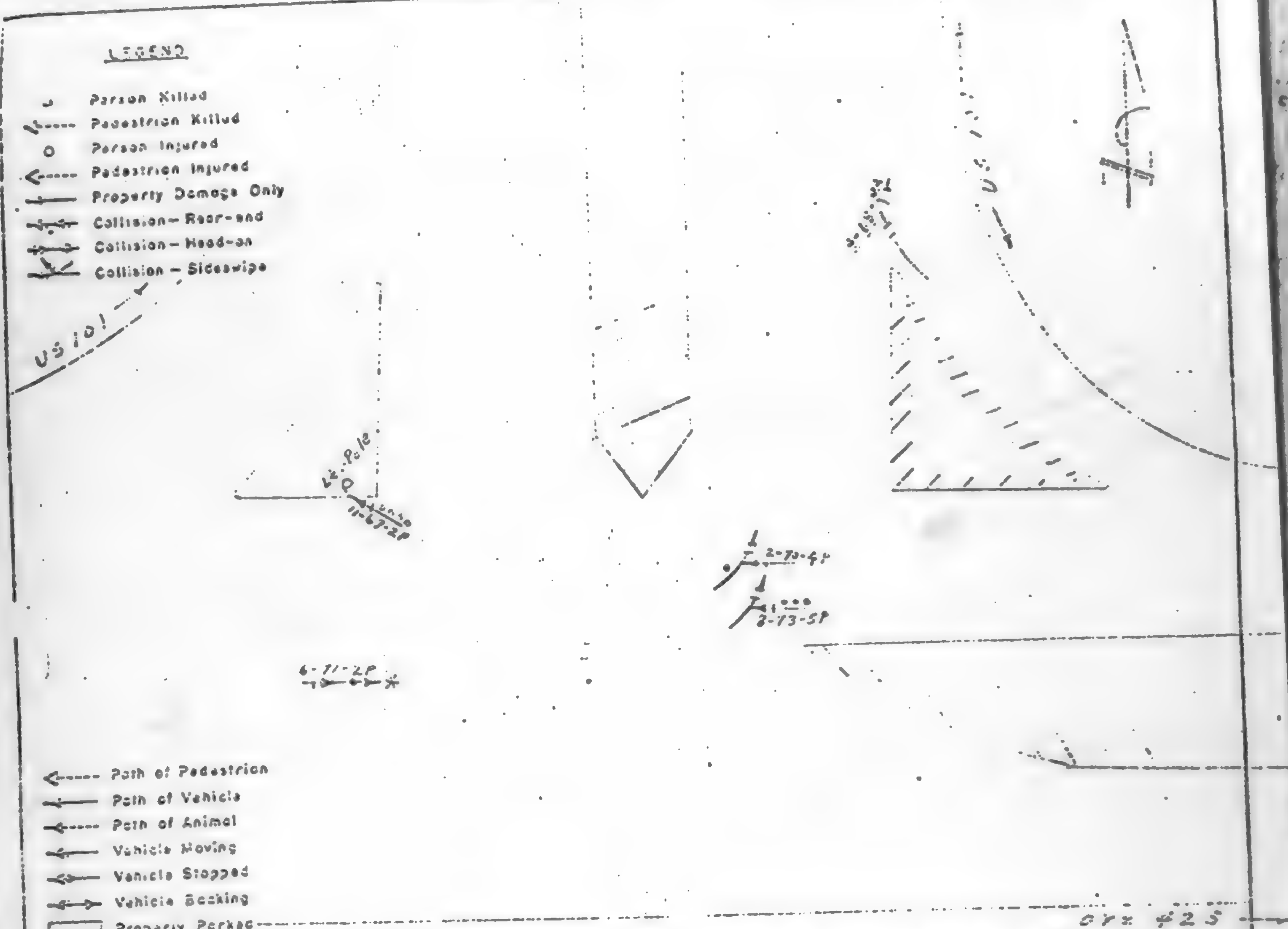
Highway Number [illegible]

Period Covered 1-1-69 12-[illegible]-73

Compiled by [illegible] Drawn by ____ Date 3-16-[illegible]

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

US 101 →

Fatal: 3-20-73 Nbd semi failing to [illegible] Struck by [illegible] Truck Driver [illegible]

[illegible] 4:30 PM

[illegible] 2F 1I

Collision Type	[illegible] 1969				197[illegible]				1972				12 [illegible] 1973				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																			1	1
Rear-end							1	1												
Sideswipe													1			1	1	1	1	3
Turning Movement			1	1		1		1												
Parking																				
Non-collision																		1		1
Fixed Object				1																
Pedestrian																				
Backing																				
Misc.																	1	2	2	5
TOTAL		1	1	2		1	1	2				0	1							

Form E-251-[illegible]

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 21, 1974

NOTED
L. E. GEORGE

NOTED
R.D. TRYGSTAD

Mr. W. M. Donahue
Manager of Utilities
City Hall
Bandon, Oregon 97411

Dear Mr. Donahue:

This will acknowledge your letter of March 12 which forwarded a resolution passed by the Common Council of the City of Bandon. This resolution asked for the installation of traffic signals at the intersection of US101 and ORE42 S, and at the intersection of US101 and 11th Street.

We will conduct investigations at these two intersections and you will be advised of our findings when they are complete.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
~~L.~~ E. George
Alfred Shirley, Jr. - Please investigate and report.

RDT:pb: ajw

MAR 22 1974
TRAFFIC ENGIN

NOTED
BRUCE TAYLOR

UTILITIES ... TREAS
CHIEF OF POLICE
FIRE CHIEF, CIVIL DEFENSE DIRECTOR
MUNICIPAL JUDGE
[illegible]

DON

POWER, WATER,
LIBRARY

March 12, 1974

RECEIVED
STATE HWY
[illegible]

Klabo

Oregon State Highway Department
Mr. W. Brown
P.O. Box 606
Coquille, Oregon 97423

Dear Sirs:

Enclosed is a copy of a resolution which the Common Council of the City of Bandon, Coos County Oregon, passed unanimously at its Regular Meeting March 6, 1974.

This Resolution reflects the wishes of the community as ascertained by a survey taken recently.

Sincerely yours,

CITY OF BANDON

W.M. Donahue

W. M. Donahue
Manager of Utilities

NOTED
L.E. GEORGE

cc: George Baldwin
State Hwy Bldg; Salem Or 97310

Mr. Glen L. Clark
1523 SE Cobb Street
Roseburg, Oregon 97470

RECEIVED
MAR 1 5 197

RECEIVED
MAR 15 1974
TRAFFIC ENGINEERING

RESOLUTION NO. 74 - 2

A RESOLUTION REQUESTING THE STATE HIGHWAY COMMISSION TO INSTALL TRAFFIC CONTROL LIGHTS AT INTERSECTION OF HIGHWAY 101 AND 42 SOUTH, AND AT THE INTERSECTION OF OREGON AVENUE (HIGHWAY 101) AND 11th STREET.

WHEREAS at the intersection of Highway 101 and 42 S, confusion sometime exists in the minds of drivers creating a potential danger to themselves and others, and

WHEREAS difficulty is experienced by elderly people on foot and school children in crossing the State Highway on the Southern end of Town, NOW

THEREFOR, BE IT RESOLVED, that the Common Council of the City of Bandon does respectfully request the State Highway Department to install suitable traffic control lights at the above mentioned two intersections.

Adopted by the Common Council of the City of Bandon, Coos County Oregon this 6th day of March 1974.

DLGoddard
Mayor

ATTEST:

Deputy City Recorder

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Mr. W. M. Donahue
Manager of Utilities
City Hall
Bandon, OR 97411

March 15, 1974

NOTED
R.D. TRYGSTAD

Dear Mr. Donahue:

This will acknowledge your letter of March 12, 1974, concerning the Council's action requesting traffic signal warrant investigations at the junctions of the Oregon Coast Highway No. 9 (US101) with the Coquille-Bandon Highway No. 244 (ORE42S) and 11th Street in Bandon.

As you may know, the Federal Traffic Signal Warrants as outlined in the "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" are used in this State. Your office has a copy of this manual.

NOTED
L.E. GEORGE

5- 9-10, 12

Due to a request from an individual in Bandon in September of 1973, a traffic signal warrant investigation was conducted at 11th Street and US101. A copy of the most pertinent documents are attached. You will note that none of the standard warrants are met at this location.

We will immediately begin a signal warrant investigation at the junction of US101 and ORE42S as requested. When completed, we will correspond further with you.

You will recall, also, that our agreement with the League of Oregon Cities states that if signals are warranted on State Highways within corporate limits of cities under 5,000 population, the total cost is borne by the Highway Division.

[illegible]
[illegible] 19 1974
[illegible]

For your information, the Highway Division has set up a priority system for funding warranted traffic signals. At last count, there were some 44 locations in the State where warrants were met and are awaiting funding.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

By GLEN L. CLARK
Regional Traffic Engineer

GLC/jw
attach.
cc L. E. George
B. E. Brown

FORM E-93

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

DATE	March 13, 1974
TO	Alfred Shirley Regional Engineer
FROM	BEBrown B. E. Brown District Engineer
SUBJECT	Traffic Signals Highway 101 & 42S

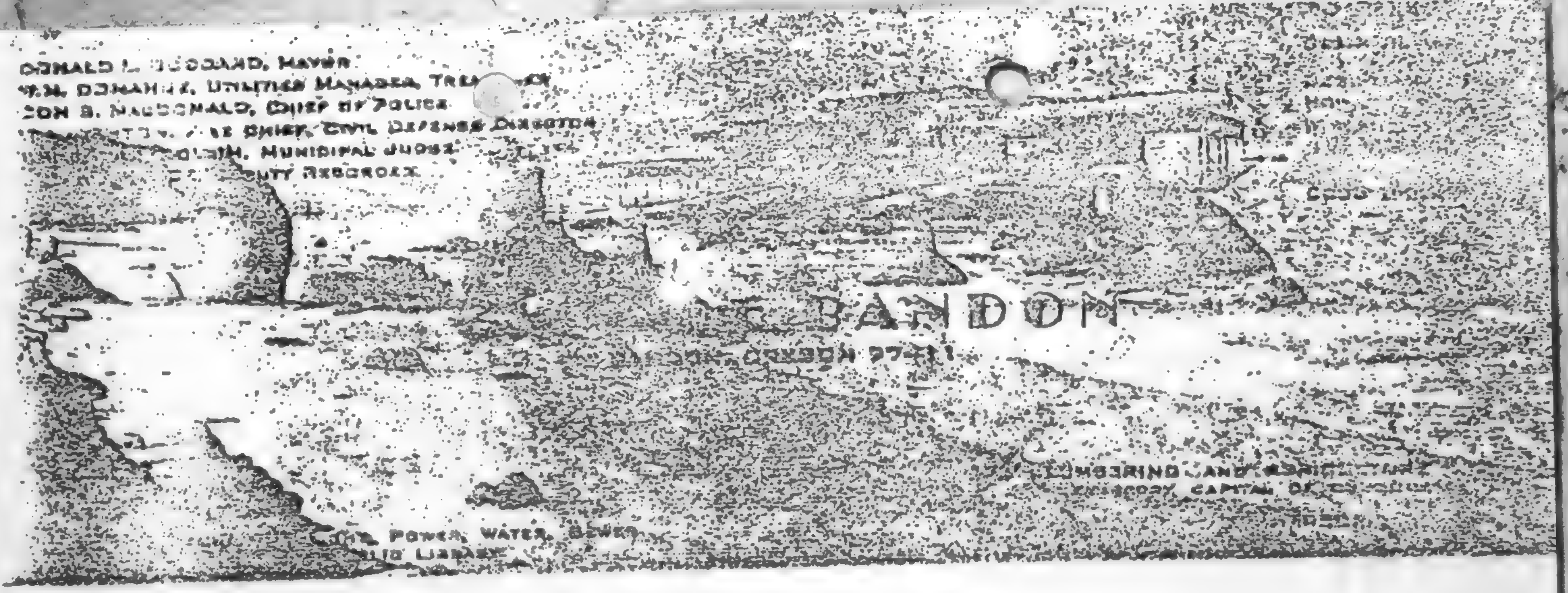
Attached please find a request from the City of Bandon for the installation of traffic signals at the intersection of Highway 101 and 42S.

I would hope Mr. Clark could ascertain the validity of their request.

BEB:bb
Attachment

O

#[illegible]



DONALD L. [illegible], MAYOR
W.M. DONAHUE, UTILITIES MANAGER, TRE[illegible]
DON B. MACDONALD, CHIEF OF POLICE
[illegible] FIRE CHIEF, CIVIL DEFENSE DIRECTOR
[illegible], MUNICIPAL JUDGE
[illegible] CITY RECORDER

BANDON
[illegible] OREGON 97411

[illegible] AND [illegible]
[illegible] CAPITAL OF [illegible]

CITY POWER, WATER, SEWER
[illegible] LIBRARY

March 12, 1974

Oregon State Highway Department
Mr. W. Brown
P.O. Box 606
Coquille, Oregon 97423

Dear Sirs:

Enclosed is a copy of a resolution which the Common Council of the City of Bandon, Coos County Oregon, passed unanimously at its Regular Meeting March 6, 1974.

This Resolution reflects the wishes of the community as ascertained by a survey taken recently.

Sincerely yours,

CITY OF BANDON

WM. Donahue

W. M. Donahue
Manager of Utilities

cc: George Baldwin
State Hwy Bldg; Salem Or 97310

Mr. Glen L. Clark
1523 SE Cobb Street
Roseburg, Oregon 97470

RESOLUTION NO. 74 - 2

A RESOLUTION REQUESTING THE STATE HIGHWAY COMMISSION TO INSTALL TRAFFIC CONTROL LIGHTS AT INTERSECTION OF HIGHWAY 101 AND 42 SOUTH, AND AT THE INTERSECTION OF OREGON AVENUE (HIGHWAY 101) AND 11th STREET.

WHEREAS at the intersection of Highway 101 and 42 S, confusion sometime exists in the minds of drivers creating a potential danger to themselves and others, and

WHEREAS difficulty is experienced by elderly people on foot and school children in crossing the State Highway on the Southern end of Town, NOW

THEREFOR, BE IT RESOLVED, that the Common Council of the City of Bandon does respectfully request the State Highway Department to install suitable traffic control lights at the above mentioned two intersections.

Adopted by the Common Council of the City of Bandon, Coos County Oregon this 6th day of March 1974.

D. E. Goddard
Mayor

ATTEST:

Deputy City Recorder

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 18, 1973

Mr. Ernest Wehner
Route 1, Box 12
Bandon, OR 97411

Dear Mr. Wehner:

Thank you for your September 1 letter expressing concern about safety on the Oregon Coast Highway through the city of Bandon.

We have had the proposed Bandon Bypass on the list of highway needs for some time. Since the present highway has sufficient capacity and the accident rate on this section is lower than the comparable statewide rate, we have not placed this project high on the list of needed construction.

The Oregon Legislature recently granted permission to the Highway Division to appropriate additional funds through bonding for some of the badly needed highway improvements statewide. Mr. Fred Klaboe, Administrator and State Highway Engineer, recently met with the local officials in your area concerning priorities for such improvements and the Bandon Bypass is being considered. Projects funded in this manner are expected to be completed within six years.

In the meantime, we will investigate the intersection of ORE42S and US101 to determine if interim corrective work can help the situation.

Very truly yours,

E. S. Hunter for

A. E. Johnson
Deputy State Highway Engineer

RECEIVED
SEP [illegible]
TRAFFIC ENGINEERING

bc F. B. Klaboe
R. L. Schroeder
E. S. Hunter (enc.)
R. E. Royer
L. E. George "
A. F. Shirley " - Please investigate intersections and report.

WHT/TS:ap/FBK:ja

Bandon, Septemb[illegible] 1 1973.

To thw Chief Engineer of the State
Highway Department of Oregon .

Dear Sir :

Last week, we had a fatal accident at the crossing of Highway 101 and 42 S . This accident and many accidents on the Southend of town, where every 50 to 100 feet is a driveway approach, would mostlikely not have happened, if a few of the local so called big wigs, didn,t stop the Highway Department from completing the Bypass.

The people of Bandon want to see the Bypass completed for Safety Sake and traffiv relief. Your people know, where and how to build Highways and I hope you pay less heed to a few misers, who think they might loose a Dollar.

Yours truly

Ernest Wehner

Ernest Wehner, Rt.1 Box 12
Bandon, Ore. 97411

RECEIVED
SEP 5 1973

RECEIVED
STATE HWY ENGR
AUG 31 '73
REFER TO
FOR
Info | Invest | [illegible] | [illegible] | [illegible] | [illegible] | File

R. L.

8672

Exhibit 7

MRYTLE POINT SIGNAL STUDY.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUN 30 1967
TRAFFIC ENGINEERING

June 29, 1967

Mr. Ben E. Nichols
City Administrator
City Hall
Myrtle Point, Oregon 97458

Dear Mr. Nichols:

This is in further regard to your letter of May 18 concerning the possible need for additional traffic control devices at certain intersections on Eighth Street (ORE42) in Myrtle Point.

We have completed our investigation in this section and have found that because of vehicle and pedestrian volumes there is warrant for the installation of fully actuated traffic signals at the Spruce Street intersection. It is not believed there is a need for further treatment at the Maple Street intersection, in that signalization at Spruce Street would furnish safe conditions and Maple Street would become of lesser importance. There are sufficient school children crossing Eighth Street at Harris Street to warrant the installation of a pedestrian-actuated signal.

Fully actuated signals at the Spruce Street intersection are estimated to cost $14,000. The pedestrian-actuated signals at the Harris Street intersection are estimated to cost $4,800. The State Highway Department would be willing to enter into an agreement with the City for these installations, provided the City would agree to pay one-half the cost of the original installation and to care for future maintenance and power consumption.

NOTED
F. B. CRANDALL

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

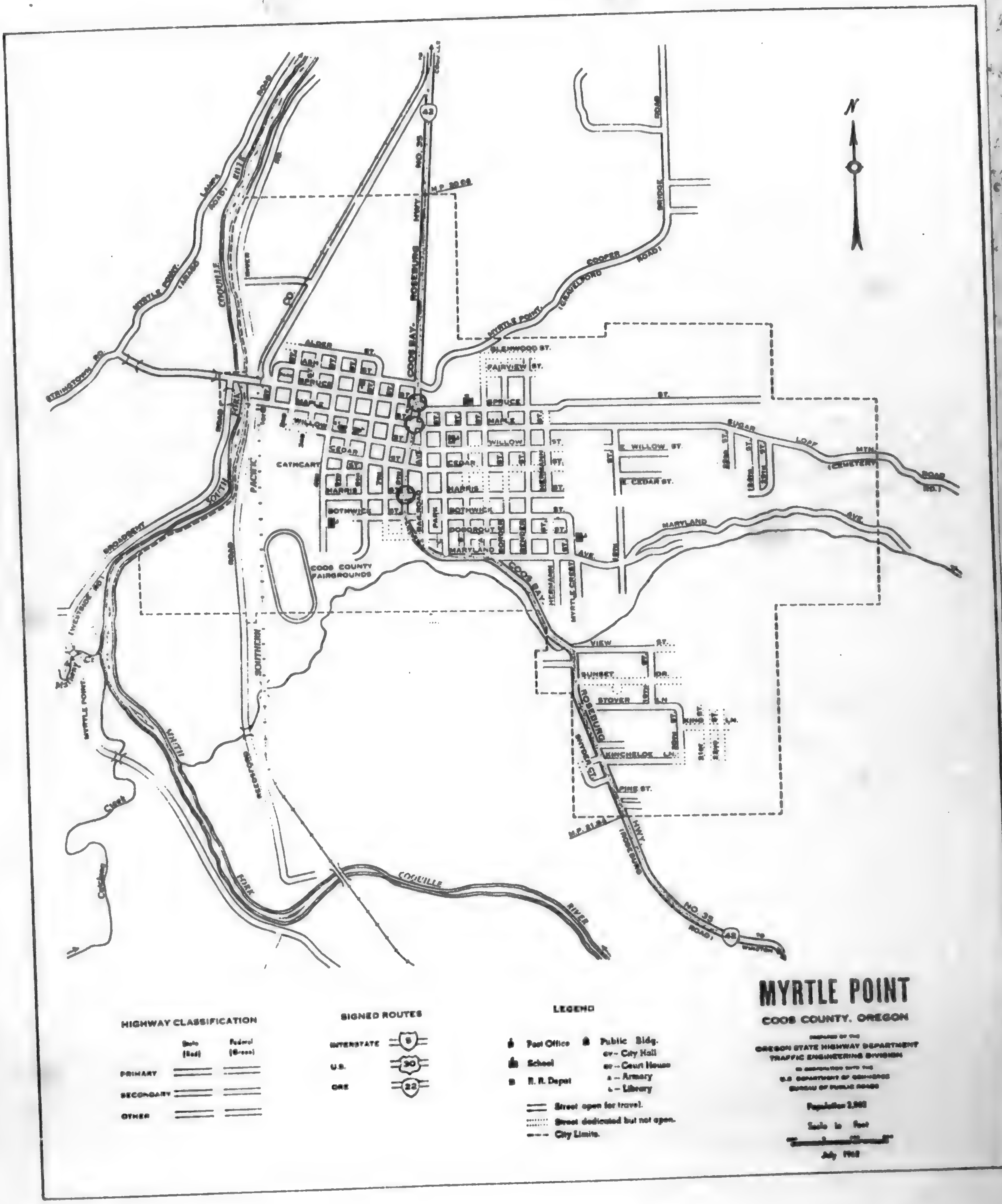
Tom Edwards
Assistant State Highway Engineer

NOTED
L.E. GEORGE

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. R. Chandler

VPJ:ji ja

NOTED
TRAFFIC CONTROL
ENGR.



State Highway

Ⓢ Traffic Signals Recommended

○ Traffic Signals Not Recommended

VPER RSB 274 6-23-67 2-55PM

VAL JOHNSON

MR. STEWART, SCHOOL SUPERNTENDENT MYRTLE POINT, WAS CONTACTED THIS DATE RE SCHOOL PEDESTRIAN AT 3 INTERSECTIONS. HE ALSO INDICATED SCHOOL WAS OUT MAY 29TH. THE GIRLS COUNTING THOUGHT SCHOOL WAS STILL IN SESSION IN THE EARLY SHIFTS.

HE ESTIMATES 350 SCHOOL PED CROSSINGS AT HARRIS, 100 EACH AT SPRUCE AND MAPLE THIS WAS JUST OFF THE TOP OF HIS HEAD.

NOTED
TRAFFIC CONTROL
ENGR.

GLEN L CLARK
CC04.

[illegible] [illegible] 7? [illegible]-21-57 [illegible]

[illegible] [illegible] 243 6-21-57 . 3-53 PM

[illegible] JOHNSON
[illegible] WHILE OBTAIN SCHOOL AND MANUAL COUNTS. 6AM TO 2PM CXX SHIFTS
[illegible] COUNTED DURING SCHOOL DAYS. 2 PM TO 10 PM SHIFTS NOT. SCHOOL
SUPERINTENDENT WILL BE AVAILABLE TOMORROW. WILL DETERMINE HIS
[illegible] AND LET YOU KNOW.

CLARY

NOTED
TRAFFIC CONTROL
ENGR.

F. B. Crandall

FORM E-30 50M 10-63

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 20, 1967

SUBJECT: Traffic Conditions
Coos Bay-Roseburg Highway
Myrtle Point
Intersections of Spruce, Maple and Harris Streets

To: L. R. Chandler
Division Engineer
OFFICE

Attached is a letter dated May 18, 1967 from Ben E. Nichols, City Administrator, Myrtle Point, requesting an investigation of the three subject intersections to determine if additional traffic control devices are warranted.

There is a contract (Myrtle Point-Powers Jct. Section, Contract No. 6867) which will result in a typical cross-section of 48 feet curb to curb which will provide for four lanes of traffic with a two foot median within the section investigated in this report.

Spruce Street forms a standard 90° cross type intersection and serves as access to the central business district to the west of Oregon 42. Maple and Harris are also 90° cross type intersections but differ from the Spruce Street intersection insomuch as they serve residential areas rather than the central business district. All three of these intersections are school crossings and both Spruce and Harris have overhead span wire mounted "SCHOOL CROSSING" signs with associated flashing beacons. All three of these intersections now operate with stop sign control. There is an existing 30 MPH speed zone within the section investigated.

A 16-hour manual turning movement count taken June 5 and 8th, 1967, revealed that 7,850 vehicles entered the intersection of Oregon 42 and Spruce Streets. 5,756, or 73%, entered from the north and south on Oregon 42. 2,094 entered from the east and west on Spruce Street. As can be seen, the major turning movement is from south to west and vive versa to and from the central business district. Attached is a traffic signal warrant comparison data sheet indicating for all practical purposes that this intersection meets the minimum vehicular volume warrant for signalization. This of course is considering the reduced warrant provided for cities under 10,000 population.

During the two year period from January 1, 1965 to December 31, 1966 there were nine reported accidents. There were three rearend, three angle,

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JUN 21 1967
TRAFFIC ENGINEERING

Approved
CMW

two turning and one backing type accidents. There were no persons killed but two were injured.

A manual turning movement count taken June 6 and 12th, 1967 at the intersection of Oregon 42 and Maple Street revealed that 7,499 vehicles entered this intersection. 5,939, or 79%, entered on Oregon 42 from north and south. 1,560, or 21%, entered on Maple Street from the east and west. As can be seen from the attached flow diagram there were no major turning or side street crossing movements. The attached traffic signal warrant comparison data sheet reveals that this intersection meets none of the standard warrants for signalization. There were three reported accidents at this intersection during 1965 and 1966. There were two turning and one rearend accidents. There were no fatalities but one person was injured.

An attempt was made to obtain manual turning movement counts at Harris Street but due to construction detours which are still in existence, normal traffic patterns were impossible to obtain. In all liklihood the side street movements would be similar to those at Maple Street and, therefore, would not meet the minimum warrant for signalization.

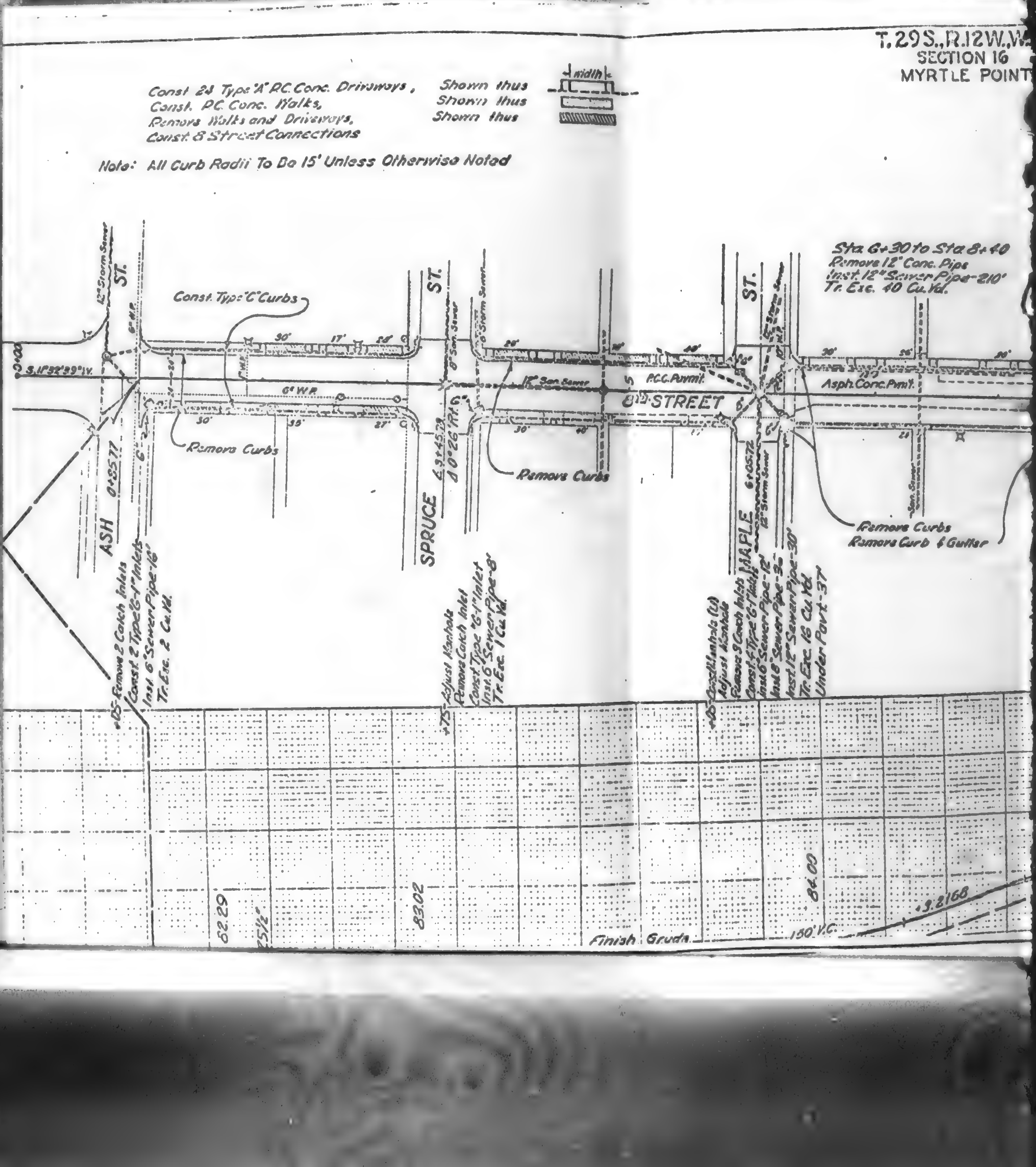
In consideration that all school crossings at both Maple and Spruce would be combined and in view of our accident experience at newly constructed four lane sections and primarily due to the existing traffic volume at the intersection of Oregon 42 and Spruce Street, it is recommended that a fully actuated two phase traffic signal be installed. This project is estimated to cost $16,000 and would, of course, be shared on a 50-50 basis with the City of Myrtle Point. It is felt that at this location a pretimed or semi-actuated signal would introduce unacceptable delays to Oregon 42 traffic. Maple Street would be benefited by gaps in traffic provided by the signalization of Spruce Street.

Glen L. Clark
GLEN L. CLARK
Division Traffic Engineer

GLC/pm

cc F. B. Crandall
George Baker

Attachments



T.29S., R.12W.W.

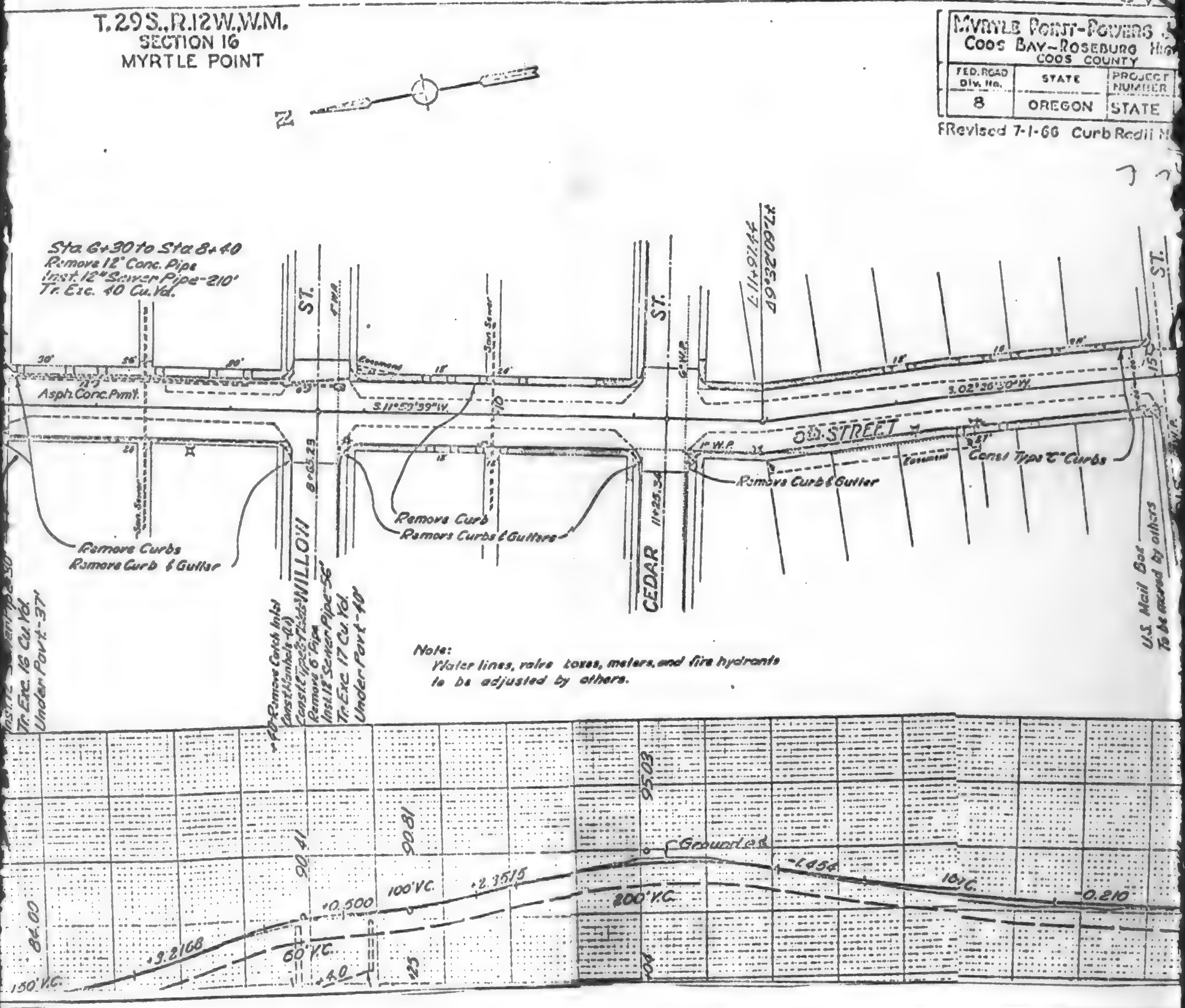
SECTION 16

MYRTLE POINT

Const 24 Type "A" P.C. Conc. Driveways, Shown thus
Const. P.C. Conc. Walks, Shown thus
Remove Walks and Driveways, Shown thus
Const. 8 Street Connections

Note: All Curb Radii To Be 15' Unless Otherwise Noted

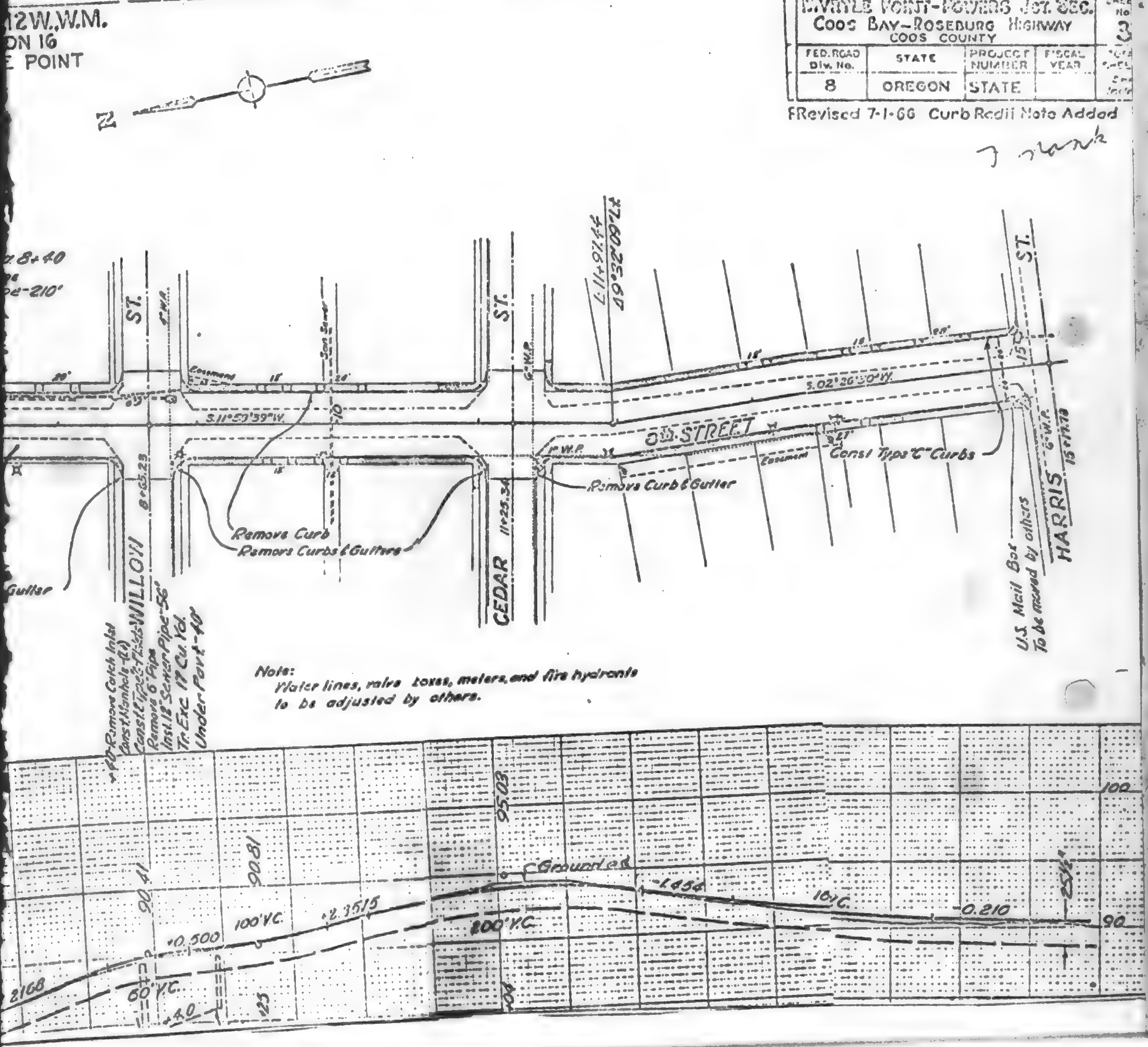
9 V



MYRTLE POINT-POWERS		
COOS BAY-ROSEBURG HI		
COOS COUNTY		
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER
8	OREGON	STATE

Revised 7-1-66 Curb Radii

9V-46



MYRTLE POINT-POWERS JCT. SEC.
COOS BAY-ROSEBURG HIGHWAY
COOS COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	STATE	

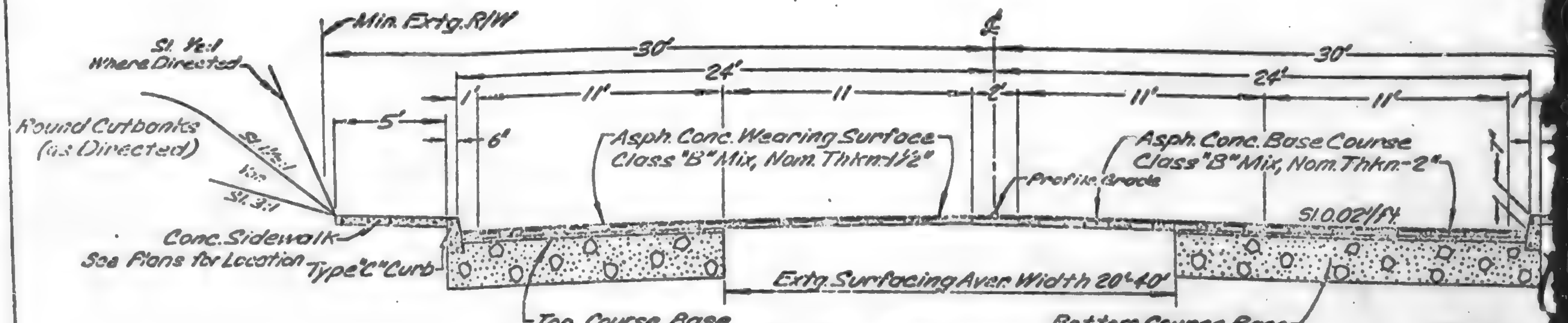
SHEET No. 3

FRevised 7-1-66 Curb Radii Note Added

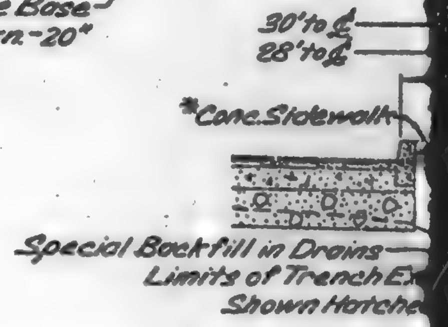
J. Mark

Note:
Water lines, valve boxes, meters, and fire hydrants to be adjusted by others.

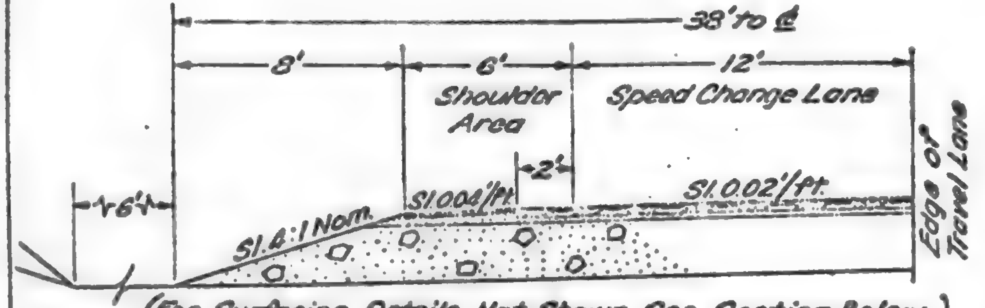
TYPICAL SECTIO


Min. Extg. R/W
Sl. ½:1 Where Directed
Round Cutbanks (as Directed)
Sl. 1½:1
Sl. 3:1
30'
24'
1'
11'
11
2'
11'
24'
11'
30'
1'
5'
6"
℄
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thkn.-1½"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-2"
Profile Grade
Sl. 0.02'/ft.
Conc. Sidewalk See Plans for Location
Type "C" Curb
Extg. Surfacing Aver. Width 20'-40'
Top Course Base Nom. Comp. Thkn.-2" (Incl. Prime Coat)
Bottom Course Base Nom. Comp. Thkn.-20"

STA. 1+03 to STA. 70+00

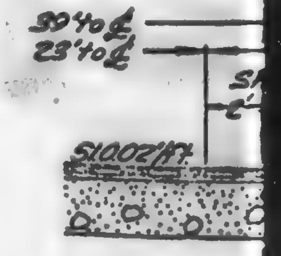


RETAI
STA. 25+

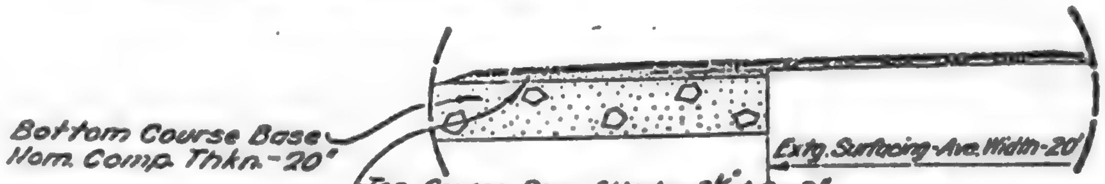


(For Surfacing Details Not Shown, See Section Below)

SPEED CHANGE LANE FOR SCALE SITE ENTRANCE
STA. 73+10 to STA. 80+00

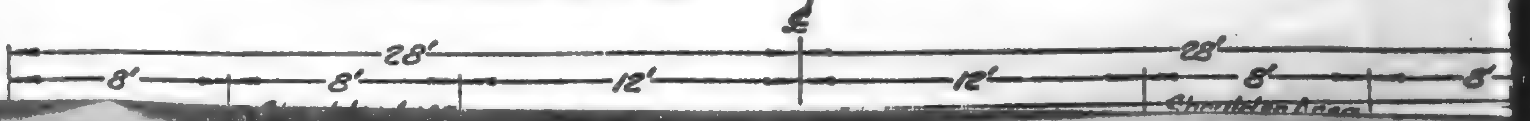


(For Surfacing Details N
STA. 30+00

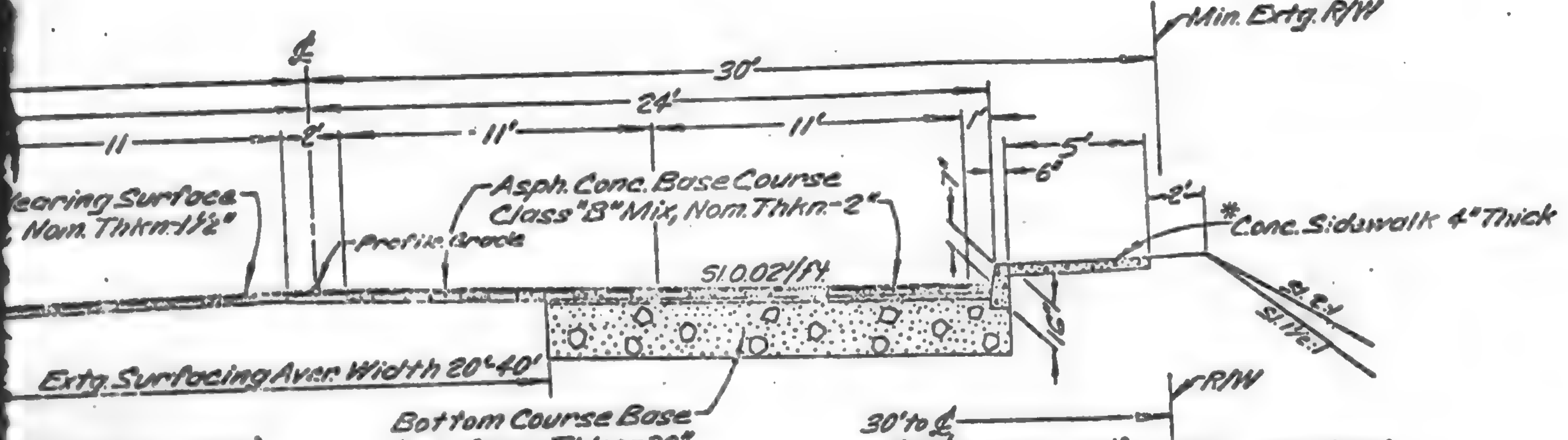

Bottom Course Base Nom. Comp. Thkn.-20"
Extg. Surfacing Ave. Width-20'
Top Course Base Nom. Comp. Thkn. {Under 3½" A.C.-2" (Incl. Prime Coat) On Shldrs.-4" Max.

(For Surfacing Details Not Shown, See Section Below)

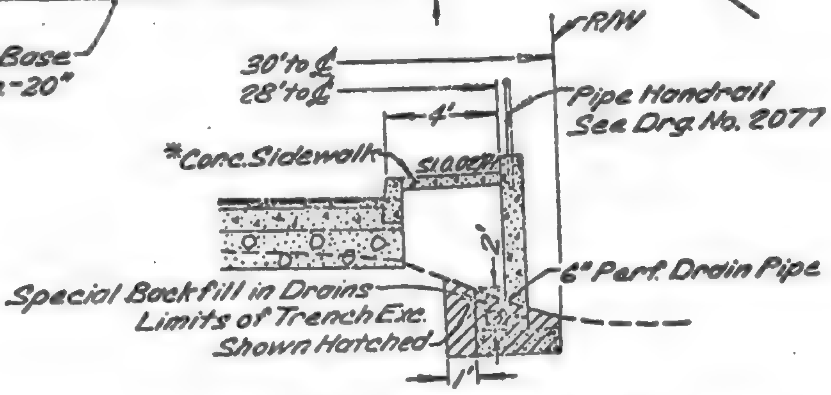
INSERT "A"
HALF - SECTION
STA. 70+00 to STA. 77+50



AL SECTIONS

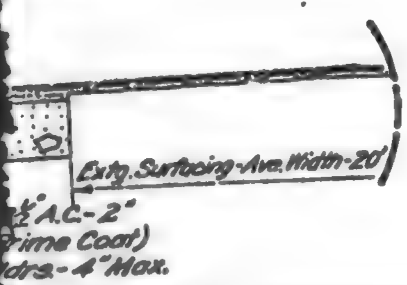


STA.1+03 to STA.70+00



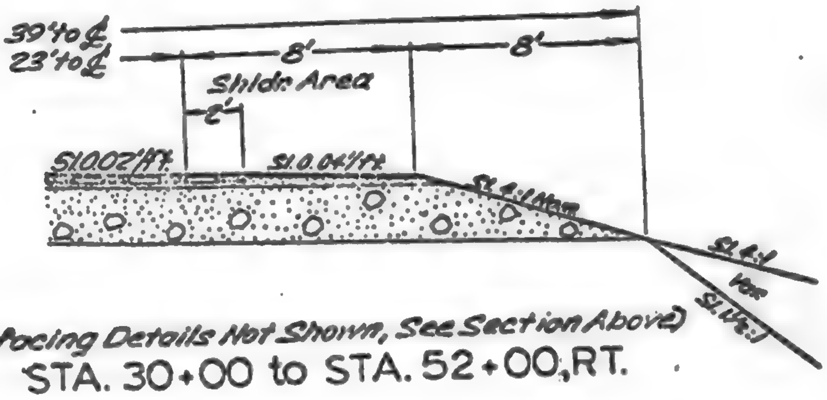
RETAINING WALL
STA. 25+80 to STA. 27+00,RT.

ANCE



, Not Shown, See Section Below)

SERT "A"
F - SECTION
00 to STA. 77+50



(For Surfacing Details Not Shown, See Section Above)
STA. 30+00 to STA. 52+00,RT.

OREGON STATE HIGHWAY DEPARTMENT

DIVISION III - ROSEBURG

June, 1967

Traffic Signal Warrant Comparison

LOCATION: Coos Bay-Roseburg Highway

At Spruce Street-- Myrtle Point

Item	Observed Conditions	Minimum Warrant 1/
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	412	420
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	117	105
Interruption of Continous Traffic Warrant:		
Average Hourly Volume on Major St. Max. 8 hours (Total of both approaches)	412	630
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach	117	52
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hours (Total of both approaches)	412	420
Average Hourly Ped. Vol. across Maj. St.-Same 8 hrs. (Highest volume crosswalk)	7	105
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	2	5

REMARKS:

1/ 70% of standard warrant for city under 10,000 population.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 5-8, 1967

DAY OF WEEK Monday-Thursday

ACTUAL COUNT (VEH.) 16 HRS.

HOURS COUNTED 6 AM to 10 PM

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6 AM to 10 PM

WEATHER Cloudy

CITY OF Myrtle Point

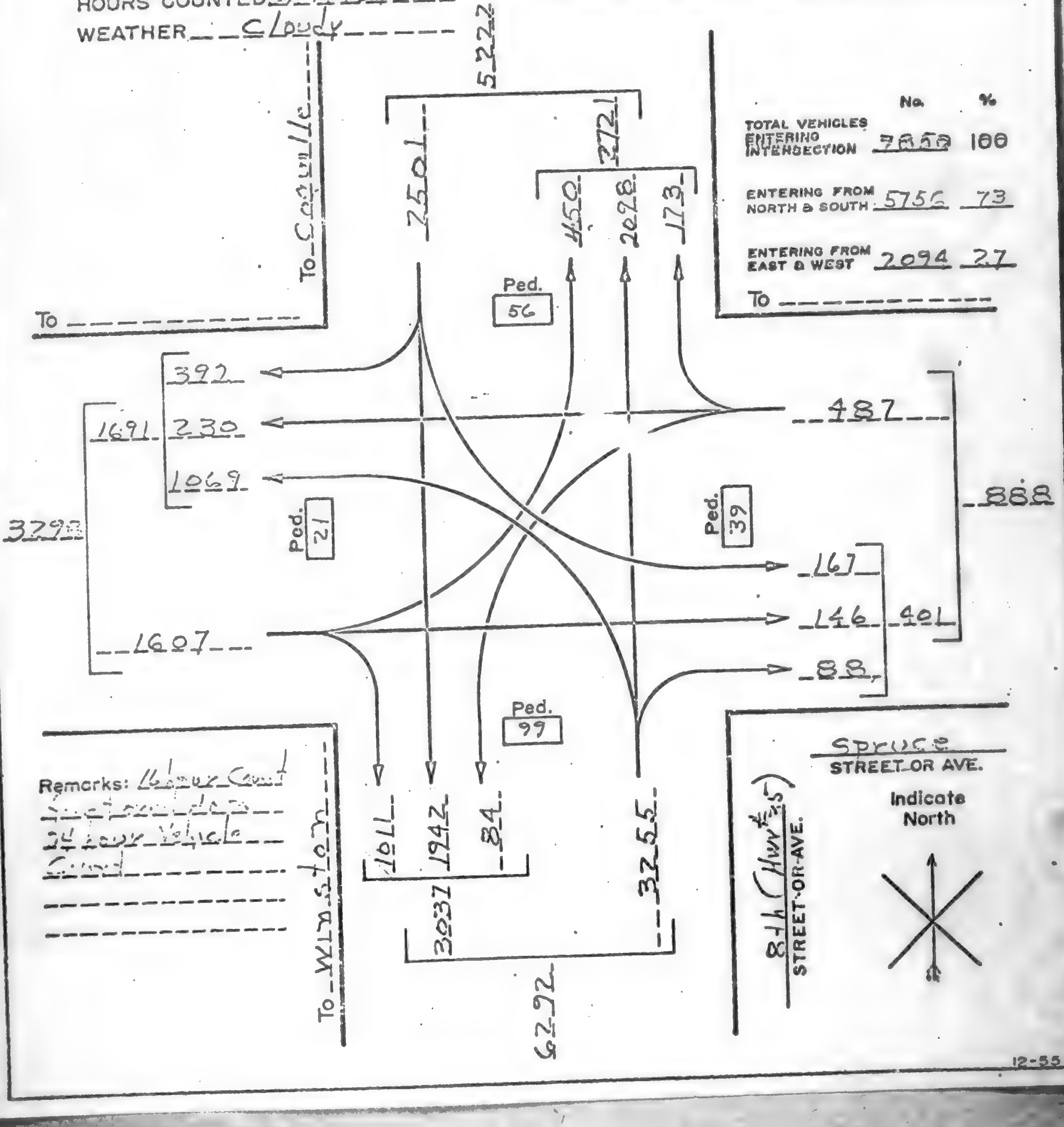
INTERSECTION OF Coos Bay-Roseburg Hwy #35

AND Spruce Street

STATION NO.

CODE NO.

CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7850	100
ENTERING FROM NORTH & SOUTH	5756	73
ENTERING FROM EAST & WEST	2094	27

To

Remarks: 16 hour Count Expanded to 24 hour Vehicle Count

Form E-43—3M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date June 5-8 1967
Day of week Monday - Thursday
Hours counted 6 AM to 10 PM
Weather Cloudy

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Ce of To
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A. M.	6:00- 7:00	3	9	10	18	56	98	9	4	3	2	21	38	271	207	76	64	24
	7:00- 8:00	1	7	8	14	72	76	7		2	2	14	26	229	185	81	44	19
	8:00- 9:00	1	11	15	14	68	93	14	4	6	3	40	51	320	231	72	89	28
	9:00-10:00	9	8	26	27	108	119	12	6	6	5	44	52	422	319	76	103	2
	10:00-11:00	5	7	23	23	115	116	18	12	4	4	52	59	438	322	74	116	2
	11:00-12:00	13	8	30	33	122	113	12	8	7	4	73	57	480	339	71	141	2
P. M.	12:00- 1:00	8	8	32	33	145	128	21	8	7	7	81	95	573	415	72	158	2
	1:00- 2:00	9	11	23	33	122	141	21	9	4	3	69	91	536	387	73	147	2
	2:00- 3:00	17	6	17	36	112	157	12	11	2	5	62	57	489	360	74	129	2
	3:00- 4:00	13	17	27	36	157	170	9	6	6	7	75	57	580	431	74	149	2
	4:00- 5:00	20	20	34	35	151	175	16	15	3	7	91	87	686	506	74	180	2
	5:00- 6:00	20	15	26	17	177	171	12	11	4	5	89	81	628	480	76	148	2
	6:00- 7:00	17	10	25	27	117	140	11	10	5	7	68	72	511	378	74	133	2
	7:00- 8:00	15	11	23	25	96	158	16	8	7	7	60	60	431	304	71	127	2
	8:00- 9:00	8	8	18	21	63	57	8	10	9	3	40	44	296	200	68	96	32
	9:00-10:00	3	1	19	15	55	43	11	11	1	4	40	43	246	167	68	79	3
	10:00-11:00																	
	11:00-12:00																	
A. M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
24-Hour total .		[illegible]	173	312	450	1912	[illegible]	230	146	84	88	1011	1069	7560	5756	73	2014	2
16-Hour total .		[illegible]	157	356	409	1766	1901	209	133	76	80	917	[illegible]	7136	5233	73	1903	27
__-Hour total .																		
Control . . .																		
Factor . . .																		

Tabu
Comp
Chec
Chec

Coos bay Roseburg Hwy St. is North and South

Spruce St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Myrtle Point
Intersection Coquille-Roseburg Hwy [illegible] Spruce street
Station number
Code number

Classification All Vehicles

Entering Volumes

									SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
3	2	21	38	271	207	76	64	24	69	21	43	138		1		2
2	2	14	26	229	185	81	44	19	81	16	28	104				
6	3	40	51	320	231	72	89	28	84	31	52	147	1	1		1
6	5	44	52	422	319	76	103	24	143	26	77	176	2	4	2	3
4	4	52	59	438	322	74	116	26	143	29	87	179	4	1	3	14
7	4	73	51	480	339	71	141	29	165	27	114	174	1			2
7	7	81	95	573	415	72	158	28	185	36	122	230	4	5		7
4	3	69	91	536	389	73	147	27	154	36	111	235	6	4		9
2	5	62	57	489	360	74	129	26	141	20	109	219	9	4	1	10
6	7	75	57	580	431	74	149	26	197	32	117	234	6	1		9
3	7	91	87	686	506	74	180	26	235	39	141	271	5	2	2	2
4	5	89	81	628	480	76	148	24	223	31	117	257	5	2	1.5	7
5	7	68	72	511	378	74	133	26	159	26	127	219	4	2	6	6
7	7	60	60	431	304	71	127	29	129	34	93	175	2	5	1	6
9	3	40	44	296	200	68	96	32	89	25	71	111	5	2		10
1	4	40	43	246	167	68	79	32	77	13	66	90	2			7
84	88	1011	1067	7860	5751	73	2109	27	2501	487	1607	[illegible]				
76	80	917	972	7136	5233	73	1903	27	2274	442	1461	2959	56	39	21	99

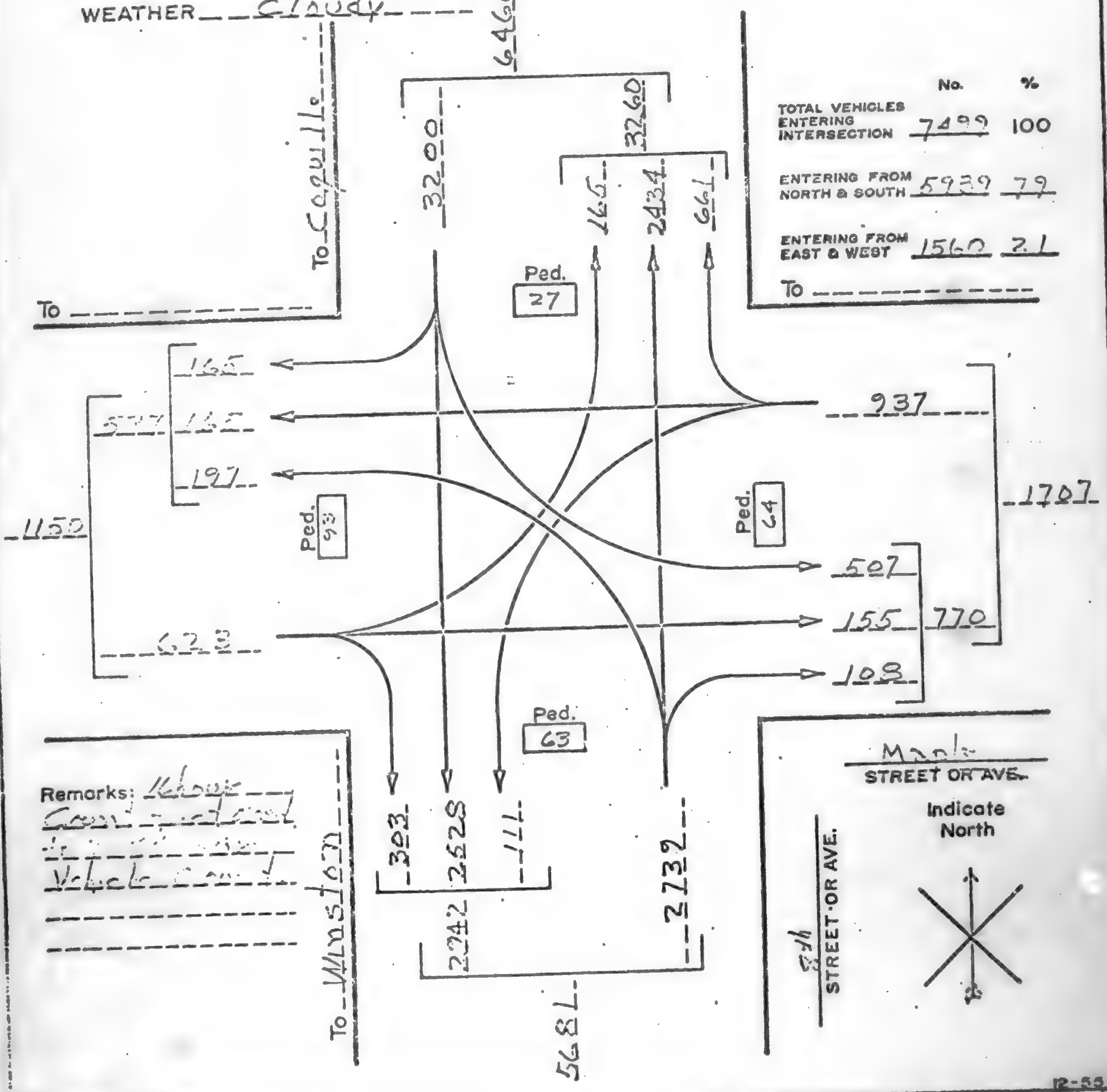
und South
und West

Tabulated by PR
Computed by PR
Checked by
Checked by

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 5-12 1967
DAY OF WEEK Monday-Monday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM to 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM to 10 PM
WEATHER Cloudy

CITY OF Myrtle Point
INTERSECTION OF Coos Bay-Roseburg Hwy
AND Maple street
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7499	100
ENTERING FROM NORTH & SOUTH	5939	79
ENTERING FROM EAST & WEST	1560	21

To

Remarks: 16 hour
Count [illegible]
[illegible]
Vehicle Count

12-55

Form E-43-234

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date June 6,12 1967
Day of week Tuesday - Monday
Hours counted 6AM to 10PM
Weather cloudy

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL			
A. M.	6:00- 7:00	3	25	2	3	64	114	2	1	2	4	14	5	249	192	77	57
	7:00- 8:00	7	24	5	2	87	100	6	1	6	8	12	11	269	218	81	51
	8:00- 9:00	14	23	7	2	110	119	3	4	6	2	23	12	325	264	81	61
	9:00-10:00	18	26	9	9	131	128	12	7	3	6	9	15	373	307	82	66
	10:00-11:00	13	27	7	17	171	128	8	9	9	3	10	12	421	339	81	82
	11:00-12:00	23	33	15	15	171	151	10	9	9	8	23	12	484	385	80	.99
P. M.	12:00- 1:00	32	57	12	12	163	170	10	18	10	5	20	14	523	396	76	127
	1:00- 2:00	20	44	7	8	158	137	10	4	4	6	20	5	423	333	79	90
	2:00- 3:00	27	56	13	17	173	171	12	3	6	3	24	10	525	407	78	118
	3:00- 4:00	44	54	13	9	190	163	18	17	7	0	25	12	552	422	76	130
	4:00- 5:00	61	58	21	7	200	171	16	16	5	3	20	16	594	472	79	122
	5:00- 6:00	58	39	17	17	224	215	10	16	10	13	17	18	654	545	83	109
	6:00- 7:00	36	34	9	9	148	131	13	13	7	13	28	23	464	360	78	104
	7:00- 8:00	33	34	4	7	112	123	9	10	5	9	12	9	372	295	79	77
	8:00- 9:00	30	29	3	8	112	117	2	4	7	5	11	4	332	271	82	61
	9:00-10:00	17	26	6	8	84	75	9	9	5	10	7	1	257	193	75	64
	10:00-11:00																
	11:00-12:00																
A. M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
24-Hour total		527	[illegible]	125	125	[illegible]	2439	165	155	111	108	383	197	7497	5939	79	1560
16-Hour total		[illegible]	[illegible]	150	150	2298	2213	150	141	101	98	275	179	6817	5379	79	1418
___-Hour total																	
Control																	
Factor																	

Coos Bay Roseburg Hwy 35 St. is North and South

Maple St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Myrtle Point
Intersection Coosbay-Roseburg Hwy [illegible] Maple street
Station number
Code number M.P. 20.625

Classification All Vehicles

Entering Volumes

East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	Sou
2	4	14	5	249	192	77	57	23	69	39	18	123	2	1	2	1
6	8	12	11	269	218	81	51	19	99	36	15	119		6	1	3
6	2	23	12	325	264	81	61	19	131	32	29	133			2	2
3	6	9	15	373	307	82	66	18	158	41	25	149	1	4	3	2
9	3	10	12	421	339	81	82	19	196	46	36	143			2	1
9	8	23	12	484	385	80	99	20	214	52	47	171	3	5	7	
10	5	20	14	523	396	76	127	24	207	77	50	189		4	5	
4	6	20	5	423	333	79	90	21	125	58	32	148		7	7	
6	3	24	10	525	407	78	118	22	223	74	44	184	3		18	3
7	0	25	12	552	422	76	130	24	247	77	51	175	3	4	15	1
5	3	20	16	594	472	79	122	21	282	77	43	190	6	6	7	8
10	13	17	18	654	545	83	109	17	299	59	50	246	3	7	5	4
7	13	28	23	464	360	78	104	22	193	54	50	167	2	10	7	1
5	9	12	9	372	295	79	77	21	154	45	29	141	1	2	4	4
7	5	11	4	332	271	82	61	18	145	38	23	126	1	3	3	4
5	10	7	1	257	193	75	64	25	107	40	24	86	3	3	1	3
111	108	303	197	7497	5939	77	1560	21	3300	931	633	2727				
101	98	275	179	6817	5399	79	1418	21	2907	852	566	2490	27	61	93	6

and South

and West

Tabulated by P.R.

Computed by P.R.

Checked by

Checked by

O R E G O N   S T A T E   H I G H W A Y   D E P A R T M E N T

DIVISION III - ROSEBURG

June, 1967

Traffic Signal Warrant Comparison

LOCATION: Coos Bay-Roseburg Highway
At Maple Street-- Myrtle Point

Item	Observed Conditions	Minimum Warrant 1/
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	457	420
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	65	105
Interruption of Continous Traffic Warrant:		
Average Hourly Volume on Major St. Max. 8 hours (Total of both approaches)	457	630
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach	65	52
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hours (Total of both approaches)	457	420
Average Hourly Ped. Vol. across Maj. St.-Same 8 hrs. (Highest volume crosswalk)	5	105
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	0	5

REMARKS:

1/ 70% of standard warrant for city under 10,000 population.

1f

[illegible] PER 3 6-1-67 1143AM

GL[illegible] D CLARK

WHEN WILL REPORT RE TRAFFIC SIGNALS IN MYRTLE POINT BE AVAILABLE

VAL JOHNSON

DCB///44RBRSED34.

NOTED

RECEIVED
JUN - 2 1967
TRAFFIC ENGINEERING

1261

RET 993 930 6-1-67 1-13 PM

VAL JOHNSON

RE YOUR TT 5 THIS DATE

MANUAL COUNTS BEING TAKEN NEXT WEEK AT THREE INTERSECTIONS IN MYRTLE POINT. SHOULD BE ABLE TO GET REPORT TO SALEM BY WEEK OF JUNE 19, 1967.

CLARY

P.04.

NOTED

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 26 1967
TRAFFIC ENGINEERING

May 25, 1967

Mr. Ben E. Nichols
City Administrator
City Hall
Myrtle Point, Oregon 97458

Dear Mr. Nichols:

This will acknowledge your letter of May 18 concerning the possible need for additional traffic control devices at the intersections of Eighth Street with Spruce, Maple and Harris Streets in Myrtle Point.

These locations will be investigated and at such time as the investigation is completed, we will communicate with you further.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. R. Chandler (enc.)

NOTED
L.E. GEORGE

VPJ:hm:mk ja

NOTED
R. L. SCHROEDER

NOTED
CONTROL

CITY OF MYRTLE POINT
IN THE HEART OF THE FAMOUS MYRTLEWOODS
Coos County, Oregon

Val -
RID acknowledgment
and send to Division
for report.
Bud
B/U 6/1/67

May 18, 1967

Oregon State Highway Department
Salem, Oregon

Attn: Traffic Contr ol Engineer

Dear Sir:

The City Council requests your department to investigate and recommend the possible need for additional traffic control devices at the following intersections in Myrtle Point: Spruce and Eighth Street, Maple and Eighth Streets and Harris and Eighth Streets.

Two of our councilmen feel a definite need of stop lights at the above named intersections inasmuch as they are used primarily as school crosswalks.

Yours truly,

Ben E. Nichols

Ben E. Nichols,
City Administrator

BEN:ls

NOTED
L.E. GEORGE

NOTED

8672

8

rity Bank
OF COOS COUNTY

P.O. Box 98 Bandon, Oregon 97411

February 25, 1974

Gordon Texley, Chairman
Bandon Highway Committee
P.O. Box 67
Bandon, Oregon 97411

Dear Gordon:

As you know, this office is located on the Southeast corner of Highway 101 and 11th Street in Bandon, affording us a vantage point for viewing many near misses that occur almost daily at that intersection. In addition, my staff and many of our customers that must cross the highway at that point have complained of poor visibility due to parked vehicles, and long waits to cross the highway caused by lack of traffic signals and an unmarked crosswalk.

In my opinion, some sort of traffic control device, a marked crosswalk, and restricted parking on Highway 101 are measures which are sorely needed to insure some degree of safety for those persons using this intersection. Please feel free to call on us for any support you may deem necessary to accomplish the goals of the Committee.

Sincerely,

M. G. Albrich
Assistant Vice President
and Manager

8672

8

KRONENBERG & WALDROP
INSURANCE
P. O. BOX 356
BANDON-BY-THE-SEA
OREGON 97411

C. E. (Eddie) WALDROP
TELEPHONE (503) 347-2191

February 25, 1975

State Highway Commission
Salem, Oregon

Dear Sirs:

This agency along with the other insurance offices report that we have had 67 physical damage claims, five bodily injury claims of which one is still under doctors care, and one bicycle hit by a car all within the past three years.

These accidents all happened at 11th Street and Highway 101 in Bandon, Oregon.

We all feel that for highway safety that a stop light and crosswalk should be installed immediately at the intersection of 11th Street and Highway 101.

With the increased foot traffic crossing Highway 101, we also feel that it is only a matter of time that several fatal accidents could occur at this intersection.

It is our strong recommendation that you give this matter immediate consideration.

Thanking you for all our local insurance profession, I am

Yours very truly,

Claude E. Waldrop

P. 12

Feb 24, 19[illegible]

Highway Committee,

As a concerned citizen of Bandon I would like to say in regard to the hazzardous condition for traffic at 11th & Highway 101. Living on West 11th street I use this route so much & have found it next to impossible to get out on the highway from 11th due to the trucks that are parked along the highway. at one time there were signs posted no parking but they were never inforced. I feel if no parking signs were posted & inforced it would serve the purpose. It is impossible to see traffic ~~[illegible]~~ coming from the north from the west 11th street entrance to the highway with trucks & even pick ups with campers parked there. This is really a traffic hazzard & I would like to see something done about it.

Sincerely

Mrs. Frank Cedarquist

8672

Feb. 24, 1975
Bandon, Ore

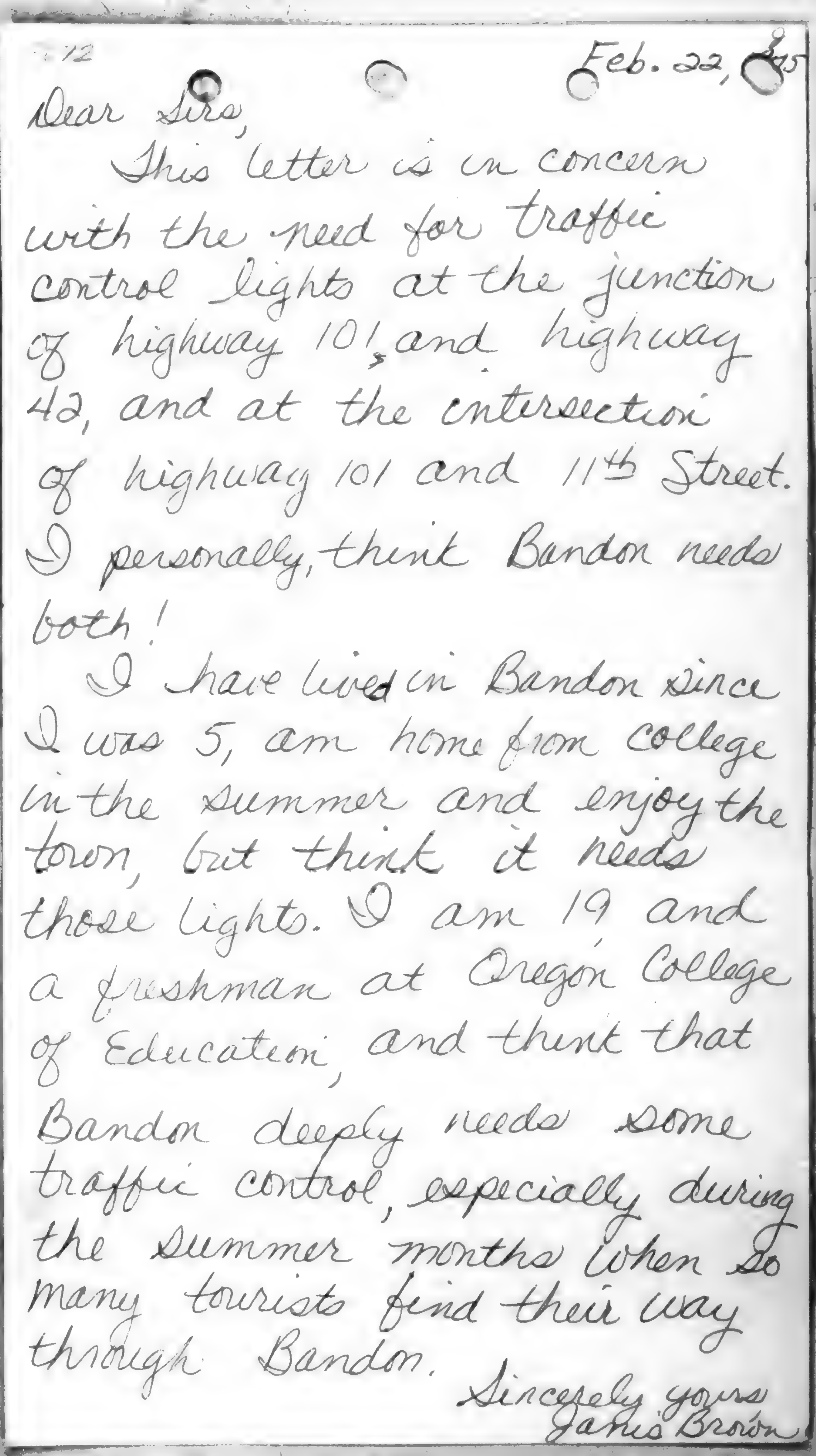
Dear Sirs,

Our small community is cut from north to south by the Costal arterial highway 101. Even one part of our main street is on this highway. Can you imagine the difficulty of driving from one side of town to the other, especially in the tourist season? Traffic at that time includes log trucks, chip trucks, tourists in campers, motor homes, trailers and other recreational type vehicles also the ordinary 101 traffic and the local traffic.

Many of us have waited as much as ten minutes to go across the highway. There are many who are not patient enough to wait and take chances on driving across intersections.

If there was just one place we could depend on to ~~[illegible]~~ safely cross the highway we could use that intersection and feel our wait would be reasonable. It seems by one method or another the citizens of the area have selected one intersection to attempt to get action on. Perhaps this intersection does not seem to have enough traffic to merit a traffic light. If the local people can use this intersection to cross the highway thus relieving all other intersections somewhat and diminishing the danger of all traffic at all intersections on the highway. I feel this is an argument that merits consideration.

Sincerely
Wilma Palmer
Box 306
Bandon, Ore
97411



72

Feb. 22, 75

Dear Sirs,

This letter is in concern with the need for traffic control lights at the junction of highway 101, and highway 42, and at the intersection of highway 101 and 11th Street. I personally, think Bandon needs both!

I have lived in Bandon since I was 5, am home from college in the summer and enjoy the town, but think it needs those lights. I am 19 and a freshman at Oregon College of Education, and think that Bandon deeply needs some traffic control, especially during the summer months when so many tourists find their way through Bandon.

Sincerely yours
Janis Brown

Our God is mightier than all the breakers pounding on the seashores of the world!
PS 93:4

Landers 368
Monmouth, OR
97361

U.S. POSTAL SERVICE OR 973
PM
24 FEB

Benjamin West
American artist
10 cents U.S. postage

Highway Committee
P. O. Box 67
Bandon, OR
97411

8672

PHONE 347-3189

R. G. SWENSON, M. D.
880 OCEAN DRIVE
BANDON, OREGON 97411

2/21/75

Highway Committee
P.O. Box 67
Bandon, Oregon

We feel the present approach to 101 from 11th street is extremely hazardous Mainly because of the parking of large vehicles up to the Real Estate Office to the left which make it impossible to see on-coming traffic. If a traffic light or 4 way stop is not feasible Certainly parking in that area should be banned. The speed limit could be reduced too because of the school and many business places in the area.

Sincerely,
Dr & Mrs Roy G. Swenson

8672

Bandon School District No. 54

470 ELEVENTH ST. W.

P. O. BOX 217

BANDON, OREGON 97411

February 20, 1975

Highway Committee
P. O. Box 67
Bandon, Oregon 97411

Gentlemen:

This letter is addressed to the persons who will be responsible to see that a traffic light is installed at the intersection of Highway 101 and 11th Street in Bandon.

My concern for the light is threefold: first, from the standpoint of the administrator of the elementary school; second, from the position of a working man who must cross Highway 101 at 11th Street at least once each day; and thirdly, from the standpoint of a man with a family who must cross Highway 101 many times during the year.

As the administrator of the elementary school, I am charged with the responsibility of seeing that students arrive at school and return home safely in the evening. To do this, a flashing light has been installed at the crosswalk and a number of students have been assigned to safety patrol; it is their task to prevent students from getting hit or run over by traffic while they are crossing on the designated crosswalk. In the three years that I have been in Bandon, I have received a number of notices of offenses of cars or trucks who have not heeded the caution flags of the patrol and have continued on their way. Fortunately, no students were ever killed or injured.

As a working man, I must cross Highway 101 at least once every day, as my duties require that I serve in two public schools. Several times in the past three years, I have been nearly "hit" while trying to enter the highway. Often times trucks or other vehicles block the view of anyone trying to enter the highway at 11th Street.

Particularly during the summer, when tourists are on the road, it becomes necessary "to make a run for it" when trying to cross the highway. This chance-taking is not too risky for a man of my age, but gets a little dangerous for smaller children who are trying to follow suit on foot or on their bicycles.

In summary, I think that most of these problems could be very easily remedied if a traffic light were installed. It seems ridiculous to me that we sit here and wait until someone is killed at this intersection until some action is taken.

What, if any, power struggle exists between the state and city, I really don't care; I am concerned about the lives and safety of some 425 school-age children, my own four children, and my own personal safety.

I don't feel that this matter is one that we can afford to quickly forget.

Sincerely yours,

James W. Cowan

James W. Cowan
Principal

JWC/mg

8672

8

February 20, 1075

Dear Sirs:

We would like to add our letter, as have many others in Bandon to support a traffic light on highway 101 and 11th street.

We live south and east of highway 101 and use this intersection many times a day not only is it very inconvient to have to wait for long periods of time for access to the highway but it is also dangerous because of the impatient drivers who try to sneak across. Because of the location near the school and the business area which is used by many walking ederly people we feel it is imperative to have a traffic light at this time.

Sincerely,

Mr and Mrs. David E. Swenson
Box 366
Bandon, Oregon 97411

8672

9

2-14-75

Bandon Highway Committee
P. O. Box 67
Bandon, Oregon 97411

Gordon Texley,

I understand you are trying, once again, to gain approval from the State Highway Commission to put traffic lights at the intersection of Highway 101-Highway42 and Highway 101-11th street. I also understand the State Highway Commission says that the stated intersections do not meet the necessary criteria. I'm really not too sure what the criteria is. How many people must be violently killed? How many people must be horribly maimed? How many families must have their lives filled with pain, greif, personal loss and monetary loss? How many children must be left motherless, or fatherless? How many parents must be left childless?

In the accident on August 20, 1973, when my wife and another young woman were killed when the pickup in which they were riding was struck head-on by a truck pulling across a thru-lane of traffic against a little white sign that says "YIELD RIGHT OF WAY", I would think part of the criteria had been met. If there had been a traffic light I believe that traffic accident would have been avoided.

When my wife was killed at the young, productive age of twenty-seven, she left my son motherless, her mother and father completely childless, and myself without a wife. Theresa, the other young woman killed, at the age of 37 left five children motherless, her husband without a wife, three other dependent children without a mother image in the home, her mother and father with one less child, & her five brothers and sisters with one less sister. When you consider just the immediate relatives and dependents, you have a total of over 50 people who suffered a loss with the deaths of these two women. And then you have the young, six-year-old child thrown into a traumatic accident involving the loss of a mother, a fractured leg, many cuts and abrasions, and blowout fractures around the eyes and nose. The child spent, fortunately a short time in physical therapy and in the hospital, six months. During that time an active child was bound in a bed in traction, then into a full body cast, then to crutches, and finally to physical therapy. Besides the immeasurable personal and emotional losses and sufferings, the financial expenditures were (and still are) phenomenal. And the child must still go back periodically for check ups on his condition.

How many more must go through this traumatic experience before the State's criteria are met? To put MY SENTIMENTS on the State's criteria requirements extremely politely: HOGWASH!!!!!!!!!!! I've one question I would like to be present to ask the State Highway Commission members. UNFORTUNATELY, I cannot be present. The question, which I would like you to pass on, is: "IF YOUR CHILD WAS KILLED LEAVING YOU CHILDLESS, OR YOUR WIFE WERE KILLED LEAVING YOUR CHILD MOTHERLESS, HOW WOULD YOU GO ABOUT GETTING A TRAFFIC SIGNAL INSTALLED AT A DANGEROUS INTERSECTION NEAR YOUR HOME?"

I'm sorry I cannot be there for the meetings with the State Highway Commission, but you see, My son was riding a school bus that must pass that same dangerous intersection of Highway 101-Highway 42 twice a day and the intersection of Highway 101-11th Street once per day. I decided when the Highway Commission turned down the traffic lights last year, that there must be a safer place to live than in Bandon where there are two very dangerous intersections which seems to have hundreds of trucks per day whizzing through these intersections.

I sincerely hope, that SOMEDAY the State of Oregon Highway Commission decides that traffic lights TO PREVENT THE LOSSOF LIFE are more important than: THE LOSS OF MANY LIVES , THE DISRUPTION OF MANY HOMES AND LIVES, AND GREAT FINANCIAL LOSSES that are needed as criteria even before traffic signals can be considered. I think the State Of Oregon needs to revamp their way of thinking.

Sincerely yours,

Rich Kingsley

Rich Kingsley, past Bandon resident since 1967 and past president of 1974 Bandon Cranberry Festival Association.

656 W. Locust
Stayton, Oregon 97383

8672

8

1145 Portland Avenue
Bandon, Oregon 97411
February 14, 1975

Highway Committee
P.O. Box 67
Bandon, Oregon 97411

Dear Committee:

My concern about a light to control traffic at 11th. Street and Highway 101 in Bandon, Oregon has a different frame of reference because I am - most of the time- a pedestrian.

I am the "little old lady in tennis shoes"- who stands by the side of the highway holding the large brown bag of groceries or whatever, trying to cross. I have company: other retired persons, small school children, bicycle riders, and persons walking to save either hearts or gasoline.

Highway 101 at 11th. street must be crossed going to and returning from the Supermarket, the doctor, lawyer, banker, newspaper, clothing store, City Hall and New Post Office.

The Chip Trucks and Greyhound Buses seem to look more TERRIFYING each time I try to cross the highway.

I must be getting older.

Yours in Good Health,

Catherine Ardrey
Catherine Ardrey
(Mrs. William)

8672

Feb. 13, 1975

Highway Committee

The city of Bandon needs a traffic light at 11th and 101. It is a dangerous intersection.

There are alot of times ~~We~~think the State of Oregon is ineffecient, doesn't give a damn about traffic safety ~~and~~ to the public and also to the school children. We are difenitely disgusted that the light hasn't been installed months ago.

If the light isn't installed we would like the highway to by-pass Bandon soon.

Mr. + Mrs. Fred Carl
Box 932
Bandon, Oreg.

8172

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Bandon, Oregon
FebruAry 13, 1975

To the Highway Committee:

We wish to respond to tour request for views concerning traffic lights at 11th St. and Highway 101 and/or the Junction of Highways 42S and 101. We are quite concerned with the traffic problem in Bandon and heartily approve both traffic lights presently under consideration.

Our special interest, however, is for the Junction area at 42S and Highway 101, because of the two deaths and several collisions and near-collisions that have occurred at this site, being caused by two blind areas that obscure the view. The eastbound traffic is lost from view for several seconds when it enters a deep highway dip before finally emerging and proceeding toward the top of the hill. The view is obscured from the other direction as well, inasmuch as the Junction area itself is at right angles with the Highway and the onrushing traffic cannot be seen at the June Avenue crossing until it is almost too late. Pedestrians especially, are in great danger at this particular crossing--and it would seem that the value of even one life should be above any other consideration.

Thank you for letting us express our opinion.

Sincerely,

Gary Boice

Gary Boice

Dorothy Boice

Dorothy Boice

8672 P.O. Box 426 Bandon, Oregon
February 11th, 1975.

Highway Committee
Bandon.

Dear Sirs:

Yes, we are concerned about a light to control traffic at 11th St. and Highway 101, and one at the Junction of Highways 42S. and 101.

As more businesses are moving up on the hill, our new post office included, it is going to be harder than ever to get across 101 to the other side. So what if traffic does back up a bit? Why not slow down this steady stream in the summer months especially? If they had to stop, perhaps they would look around and see what we have here in Bandon. Our local people can get over to the doctors offices, banks, stores, etc. You know, too, not everyone is in an automobile! We have quite a lot of foot traffic, especially in the warmer seasons.

Please add our voices to this most worthwhile effort.

Sincerely yours,

Winifred Sokolowski
C. J. Sokolowski
Steve Sokolowski

8672

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February 11, 1975

Mr. Gordon Texley, Chairman
Bandon Highway Committee
City of Bandon
P. O. Box 67
Bandon, OR 97411

Dear Mr. Texley:

This is in response to your request of February 10 for an appearance before the Oregon Transportation Commission concerning installation of traffic signals in your City.

The next Commission meeting is set for Wednesday, February 26, in Room 122 (Conference Room) of the State Highway Building in Salem.

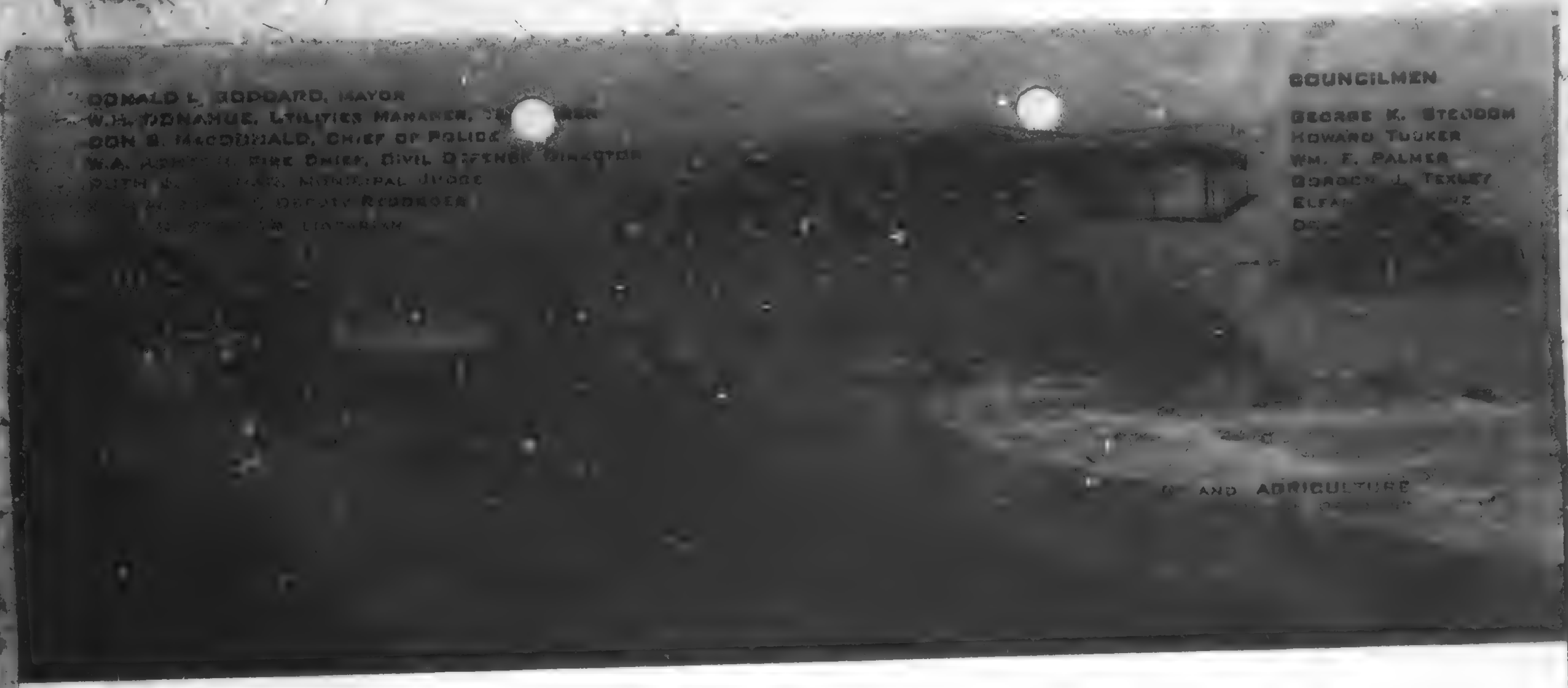
We have reserved for you, and others who may wish to appear with you, the usual allocation of 15 minutes of time beginning at 10:30 a.m.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fmn

cc Transportation Commission
George Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
L. E. George



DONALD L. GODDARD, MAYOR
W.H. DONAHUE, UTILITIES MANAGER, [illegible]
DON B. MACDONALD, CHIEF OF POLICE
W.A. [illegible], FIRE CHIEF, CIVIL DEFENSE DIRECTOR
RUTH [illegible], MUNICIPAL JUDGE
[illegible], DEPUTY RECORDER
[illegible] LIBRARIAN

COUNCILMEN
GEORGE K. STEODOM
HOWARD TUCKER
WM. F. PALMER
GORDON L. TEXLEY
ELFA[illegible]Z
[illegible]

February 10, 1975

State Highway Division
121 State Highway Building
Salem, Oregon 97310

Attention: Mr. Head

Dear Sirs:

The Highway Committee of the City of Bandon hereby requests to be placed on the agenda for your meeting of February 26, 1975.

The subject they wish to discuss with the commission is installation of traffic lights in the City of Bandon.

Thank you for your attention to this matter.

Sincerely,

Gordon Texley

Gordon Texley, Chairman
Bandon Highway Committee

GT/et

RECEIVED
FEB 11 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

At Coos Bay meeting

86 72

Weaver seeks federal funds for E-W Highway

By MARC LIFSHER
Staff Writer

U.S. Rep. James Weaver, D-Eugene, assured members of the East-West Highway Committee this morning all efforts will be made to obtain federal funding for improved east-west highway routes into the Port of Coos Bay.

"There's going to be all this money and we just got to get in there and grab some," Weaver told the committee, referring to planned economic stimulation funds under discussion in Congress. "I've got to find out where to strike, and when I find that out, I'll zero in and get some bureaucrat who has got some money."

Lists opportunities

Weaver explained, "We have two things going for us right now—there's going to be a lot of money being pumped into the economy, and highway funds are going to be used to improve existing highways rather than to build new ones."

Weaver said he'd give the problems of highways 42, 38 and 101 full attention as "this is the only serious road problem I've got in the district." The Congressman also urged the committee to continue a liason with Klamath County and other areas of Southern Oregon in hopes of presenting a united front in favor of the improved roads.

Weaver agreed with the committee that a strategy stressing Highway 42 as an economic development highway would be the Port of Coos Bay's best bet.

Andy Nasburg, committee chairman, told Weaver the east-west highway improvements are critically tied in with plans to deepen the Port of Coos Bay's main ship channel to 40 feet.

No deep water dredging

Weaver said President Ford's recent budget proposal has no funds allotted for deepwater dredging projects and only allows a total of $1,250,000 for maintenance dredging. The Congressman said he will ask the Army Corps of Engineers to come before the House of Representatives' Public Works Committee to ask for stipulation funds to carry out the deepwater dredging work.

Nasburg said the committee will meet with Oregon State Highway Division officials Tuesday morning in Myrtle Point to find out the exact cost of maintenance and longrange improvement projects for Highway 42.

Bandon Oregon 8
Feb 11, 1975

Highway Committee
Po Box 67
Bandon Oregon.

To Whom It may Concern:

I am very definitely concerned about traffic light controls at 11th St + 101 hiway and the Jct of Hiway 42S and 101.

I have worked for almost 2 years at the corner of 101 hiway + 11th St. It is almost Impossible to get on to Hiway 101 from 11th street at any time of the day, especially during the tourist Season. I have seen so many near misses and twice I have come so close to being hit by a truck That it almost made me Ill. The trucks + trailer houses park along 101 hiway and in these low cars it is Impossible to see until you are almost out in the lane of traffic.

A fellow employee was badly Injured at this corner and was out of work approximately a year, No light could ever repay her for pain, surgery and the suffering she is still under-going. But it could keep someone else from going through the same ordeal.

And now that Security Bank has built there + soon there will be the new Post office, This means more + more traffic.

I would suggest that we ask the State Men who are opposing these lights, To come down + make a survey during the day, not at 8 or 9 Pm. Also ask them to balance the price of a traffic light against a life and see how it balances out.

Another thing If there is going to be so much money ear-marked for Improvement of hiway as reported by Rep. "James Weaver" in the world of Feb 10, 1975 why not use a part of it for safety factors as well as roads.

Sincerely yours
Avis A Evans
392 June St
Bandon Oregon 97411

8672

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Bandon, Ore.
Feb. 10, 1974

Highway Committee
P. O. Box 67
Bandon, Ore.

Gentlemen:

We are deeply concerned about traffic lights at 11th St. and Highway 101 first, and secondly at the Junction of 42S and 101. There are times when it is most difficult, during the tourist season particularly, to enter or cross 101 at 11th St. We have had many close calls at this intersection. We urge action on this installation.

Sincerely,

Harry & Gertrude Greenwell

Route 1, Box 1550
Bandon, Ore.

8672

IRVIN S. BURNETT
P. O. Box 892
Bandon, Oregon 97411

8

2/10/75

MANAGER:
STATE HIGHWAY COMMITTEE
P.O.BOX 67,
BANDON, OREGON 97411.

DEAR SIR:
I suggust that the HIGHWAY COMMISSION stop stalling and putting it off and get busy and do something definate about the bad intersections of 11th. St., and 101 Highway and 42S & 101 highways, before a serious accident may injure or kill someone, especially I feel that there is a bad traffic hazard at the corner of 101 and 11th.st. where I use most always daily and sometimes more than once a day and often am unable to see beyond some big truck of logs or chip trucks and am forced to wait many minutes to get turned into traffic, I feel that a traffic light at least at 11th. & 101 highway is a neccessary obligation to our children and old folks who are forced to cross here to the schools or to the stores, so as an ounce of prevention is better than a pound of cure, let's do something about it now before something serious happens at the corner of 11th & 101 & at 42 s and 101 highway.

RESPECTFULLY

Irvin Burnett

IRVIN S. BURNETT
&
ETHEL I. BURNETT

8672

8

185 Seventh West
Bandon, Oregon
10 February, 1975.

Highway Committee
P. O. Box 67
Bandon, Oregon

Gentlemen:

In reference to the need for traffic control signals at the intersection of Highway 101 and Eleventh Street as well as at the junction of Highways 101 and 42S, I speak for a large number of Senior Citizens as well as for my wife and myself.

We are elderly, tax paying property owners, with an interest and pride in our small Community; and, as such, we are aware of some of its shortcomings. One of the worst of these is the through traffic on the highway. Many of us living on the west side of town could and would walk to the shopping center and/or the banks, except for the hazards of crossing Highway 101 with its busy traffic of cars, trucks and recreational vehicles, some of which, just coming in from the open highway, are traveling at accelerated speeds. In these troubled times of threatened shortages many of us are forced to drive our cars to the stores so that we will, at least, have an equal chance of surviving the trip as the people in the cars on the highway.

A traffic control signal at the corner of Eleventh and the Highway is sorely needed to alleviate the conditions as they now exist, and which are bound to worsen as time passes.

PLEASE DON'T PASS US BY ANY LONGER! WE NEED THE PROTECTION AS MUCH AS THE PEOPLE OF COQUILLE AND MYRTLE POINT! OUR LIVES AND THOSE OF OUR LOVED ONES DESERVE AS MUCH CONSIDERATION AS THE WARRANTS AND STATISTICS SO COLD-BLOODEDLY DISCUSSED AT THE MEETING LAST MONTH. THE STATE HAS THE MONEY AND CAN AFFORD IT. YOU KNOW IT AND WE KNOW IT!

Frank H Reid Elizabeth H. Reid.

FRANK H. REID
185 Seventh West
Bandon, Or 97411

8672

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701 S. E. 1st
Winlock, Wa. 98596
February 10, 1975

Highway Committee
P. O. Box 67
Bandon, Ore. 97411

I believe a traffic light at Highway 101 and 11th street is necessary. It is very difficult to get onto 101 or to cross it on 11th street.

Most of the time cars and trucks are parked on 101 blocking the view.

I have a house at 2010 Beach Loop Road.

V. T. Haapala

V. T. Haapala

8672

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Bandon Food CENTER

P.O.
~~ROUTE ONE~~ BOX ~~466~~ 1076
BANDON, OREGON 97411
TELEPHONE 347-~~2432~~ 3379

Feb 10, 1975

Highway Committee:

Every day for over seven years I have used the intersection at 11th St. & 101 up to as many times as 4 each day. I have the laundromat one block west of 101 & have talked to many of my customers about that corner. I, myself, have had several close calls and have had to "sneak" out slowly when large trucks, & even campers, park near that corner.

A signal light at that corner seems imperative to me.

Doris George

SHOPPING IS A PLEASURE IN
YOUR HOME-OWNED SUPERMARKET!

Bandon Ore.
Feb. 9 1975

to Highway Committee.

I received with My utility statement, a slip of paper asking for My Views in regard to a traffic light at 11th st + highway 101 and also a light at 42 S and 101.

In regards to the intersection of 42 S and 101 I think it would be a dangerous Move because all traffic to Coos Bay from Bandon would have to stop at the turn. there is probably 5 times as Much traffic turning to Coos Bay in the summer time as there is Coming from the Coquille way

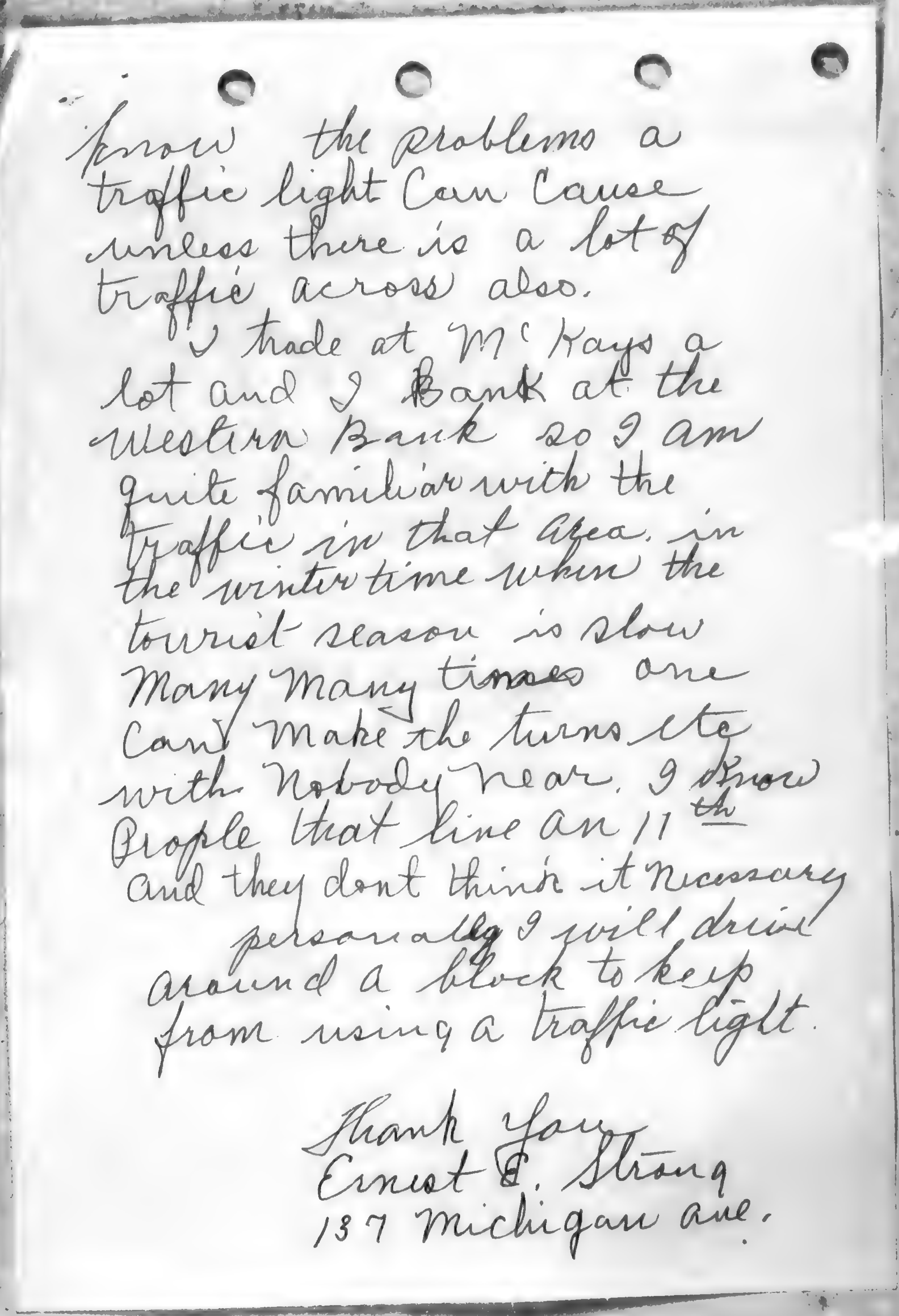
One Can see for a quarter of A Mile either direction so they have Plenty of time to stop if necessary.

In regards to the signal at 11th and 101.

Especially in the summer time there are so many chip trucks and logging trucks that if the light was Red there would be a jam up on 101 then when the light turned green only part of them would be able to get through.

If the light turned yellow while one of the trucks was within a block of the intersection It would Not stop because it would have to stop too quick and be dangerous to anyone following it.

I lived in Phoenix Arizona for 16 years where there was really a traffic Problem and I



know the problems a traffic light Can Cause unless there is a lot of traffic across also.

I trade at McKays a lot and I Bank at the Western Bank so I am quite familiar with the traffic in that Area. in the winter time when the tourist season is slow Many Many times one Can't Make the turns etc with Nobody near. I know People that live on 11th and they dont think it Necessary personally I will drive around a block to keep from using a traffic light.

Thank You
Ernest E. Strong
137 Michigan ave.

8672

1525 Beach Loop Road
Bandon Oregon 97411
2-8-75

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Oregon State
Highway Committee
Bandon, Oregon.

Gentlemen:

It is imperative that a traffic control light be established at the junction of 11th St. in Bandon and highway 101.

This crossing is extremely dangerous to school children crossing the highway.

The parking of large trucks on 101 near this junction makes it very dangerous for cars entering 101.

I am urging the State to rectify this situation before there is a serious or fatal accident.

Yours truly
John Donaldson

8672

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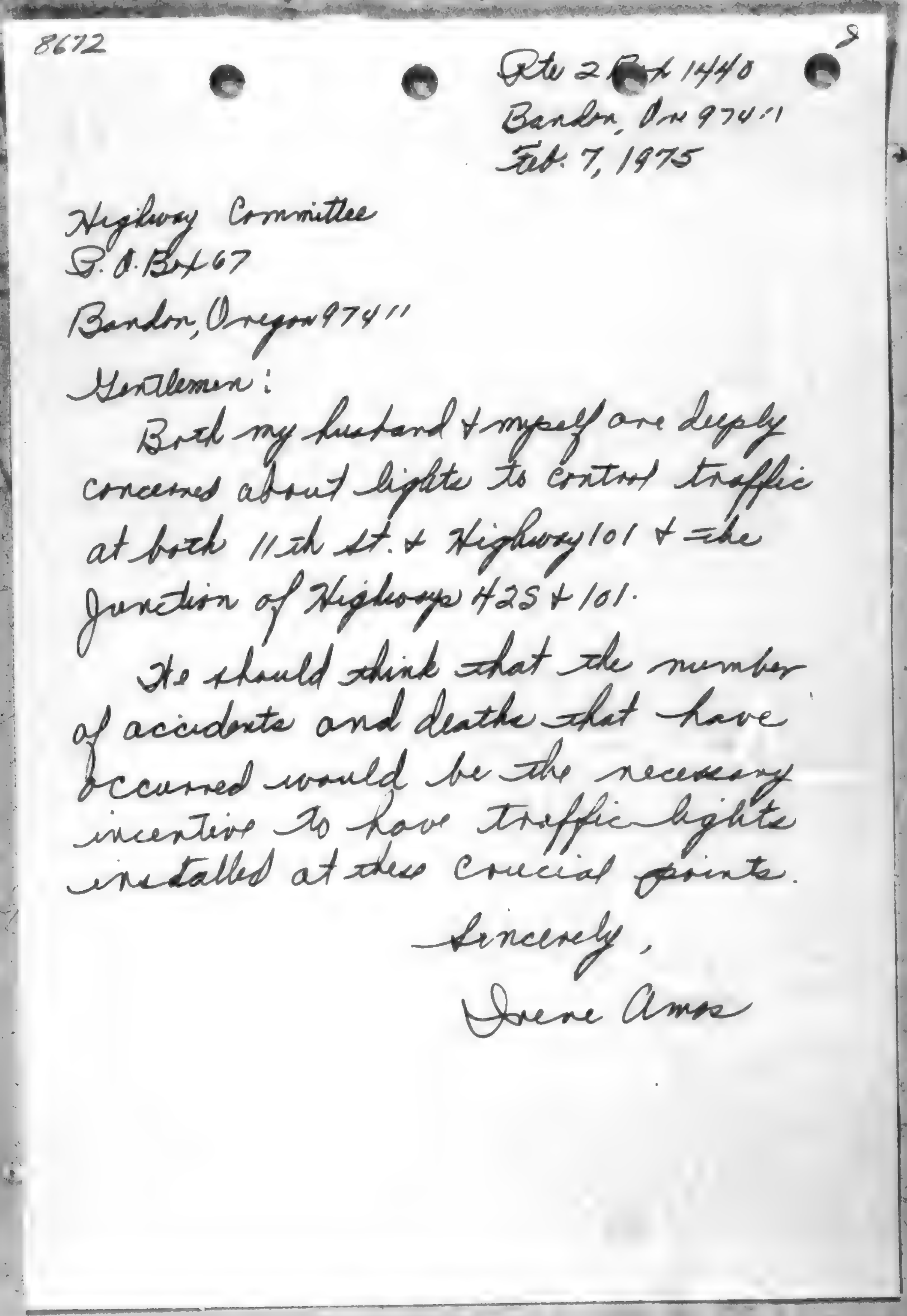
John I. Haskin
P.O. Box 1055
Bandon, OR 97411

2-8-'75

HIGHWAY COMMITTEE
P.O. BOX 67
BANDON, OR. 97411

WITH THE P.O. MOVING "UPTOWN" AND OTHER GROWTH, CREATING MORE TRAFFIC AND A REAL TRAFFIC SAFETY HAZARD, WE FEEL A "TRAFFIC CONTROL LIGHT" IS REQUIRED AT THE INTERSECTION OF 11TH ST. AND 101 HIGHWAY.

John I. Haskin
Alice C. Haskin



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Rte 2 Box 1440
Bandon, Ore 97411
Feb. 7, 1975

Highway Committee
P.O. Box 67
Bandon, Oregon 97411

Gentlemen:

Both my husband & myself are deeply concerned about lights to control traffic at both 11th St. & Highway 101 & the Junction of Highways 42S & 101.

We should think that the number of accidents and deaths that have occurred would be the necessary incentive to have traffic lights installed at these crucial points.

Sincerely,

Irene Amos

8672 8

Feb. 7, 1975

Highway Committee
P.O. Box 67
Bandon, Oreg. 97411

Dear sirs:

I think a traffic light at 11th St. and Hiway 101 is very much needed. At times it is very difficult and dangerous to get thru that intersection.

Also the Junction of 42S and 101 is hazardous at times and needs some control.

Yours truly
Betty L. Smith
Richard G. Smith

Rt. 1, Box 1295
Bandon, Oreg

8672 8

Feb. 7, 1975

Highway Committee
P.O. Box 67
Bandon, Or. 97411

Dear Sirs:- I am sure if the men from Salem would be here during the summer when the tourist season is at it's peak, they would realize how badly we need traffic lights at 11st and 101 and at the intersection of 101 and 42.

How many lives have to be lost or how many accidents happen before they will give us lights at these dangerous places?

Sincerely,
Mr-Mrs Warren Davis

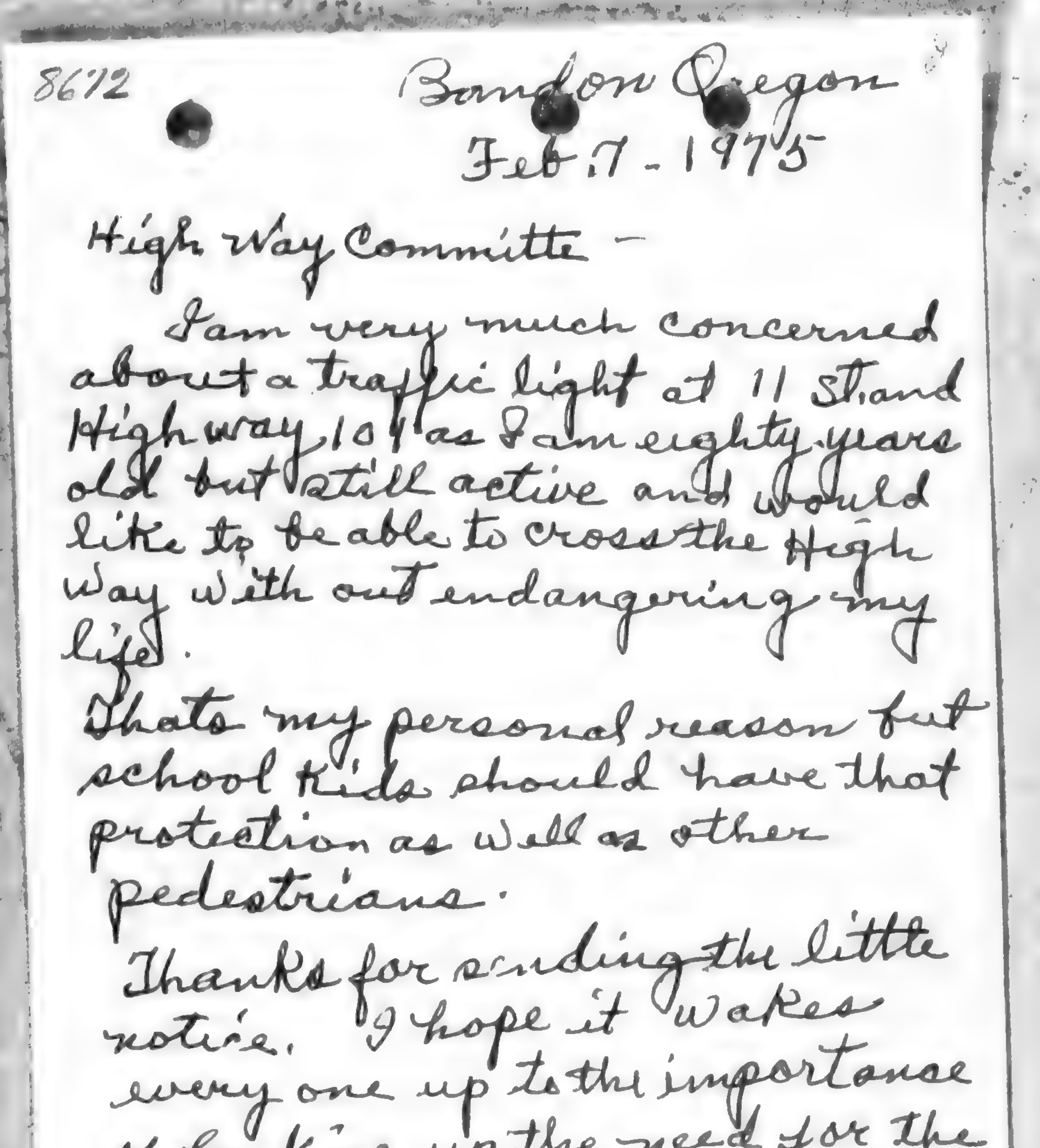
8672

Feb. 7. 19.75.

Dear Sir yes I think there should Be sigt lights at. 42 S. and 101. 11th sreet and High Way 101. I all most got Hit 2. times on 101. in Frunt of the Coast to Coast Store. I am 71. ~~year~~ years old

thanks a lot For Mailing me a notice.

Mrs Maggie Curwick



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Bandon Oregon
Feb 7 - 1975

High Way Committe -

I am very much concerned about a traffic light at 11 St. and Highway 101 as I am eighty years old but still active and would like to be able to cross the High Way with out endangering my life.

Thats my personal reason but school kids should have that protection as well as other pedestrians.

Thanks for sending the little notice. I hope it wakes every one up to the importance of backing up the need for the light.

Good luck to you.

Mrs Nellie W. Maben
1255 Baltimore Ave.
Bandon 97411.
Oregon

Medford
~~Ashland~~ Or
Feb 7, 1975

Highway Committee
P O Box 67
Bandon, Ore

Gent.

I believe first priority is a light at 11th st & 101.

Second: Hy 42S & 101

yours truly
S A Belland

(we have a cottage at 1120 W 7th St.)

S.A. BELLAND
4074 So. Pac. Hy #47
MEDFORD, OR 97501

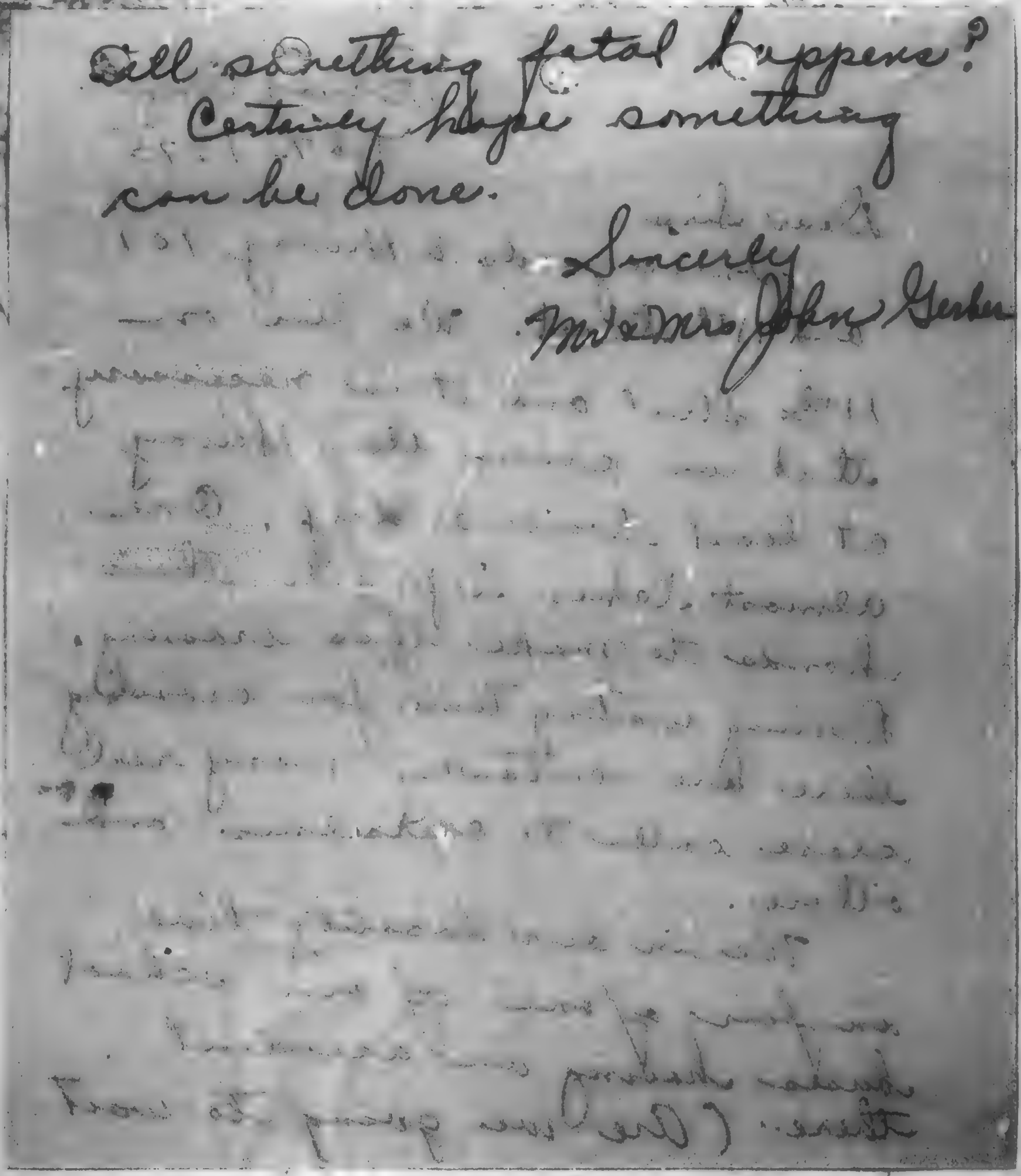
8672

Bandon, Oregon
Feb 7- 1975

Dear Sirs.

In regards to Hiway 101 and 11th Street. We live on 11th Street and it is necessary that we cross the Hiway at least twice a day. One almost takes life into their hands to make this crossing. During waiting time for crossing there are certainly many real close calls to ourselves and others.

We in our locality live in fear of one of our school buses having an accident there. (Are we going to wait



till something fatal happens?
Certainly hope something
can be done.

Sincerely
Mr & Mrs John Gerber

8672

J

Bandon Oregon
Feb 7-75

Dear Sirs:

In regards to a traffic light at the junction of 42S and 101, we live near the junction & we feel one is very much needed there, at times there is a lot of conjestion there & quite hazzardous.

Thank You

Sincerly
Mr & Mrs E G Duncan
Rt 1 Box 21 Bandon Ore.

Bandon, Oregon
February 7, 1975

Highway Committee,
P.O. Box 67
Bandon, Oregon

Dear Sirs:

I would like to put in my two-bits worth on the overhead street lights. There has been a danger for some time caused from the lack of these lights. For several years I have written to the Highway Dept. but they replied with about the same answer as they did to you.

From where I live I have to cross the Highway 101 both going & coming from the post office. After waiting long enough for two changes of lights, I took a chance in crossing. I almost got hit twice. Then I decided to drive up 3rd St. E. to The Snack Shack & cross as I had only two lanes to cross & there was less traffic. Then I would edge over until I got in the right lane. This is during Tourist Season. Sometimes I took the round about back streets until I got on 11th & Hwy 101. I would edge in the first lane & then edge over so that I could turn on street winding around to the post office. Returning I had to do the same only in reverse.

It seems that with as much interest and as many complaints that Bandon has shown that the Highway Dept. would show some action & do something about it. Highway work has been done in much less needed spots. This is a much needed situation but they will wait until several people are killed.

The same thing happened with Nutter's Curve. There had to be many serious accidents & people injured befor the Hwy would do anything about it. We should be doing every possible means to save life & property & not wait until the "horse is stolen."

I am planning to send the local newspaper clipping to Senator Mark Hatfield. Clippings of the Peoples' Meeting should be sent to all our Congressman & the members of State Legislature.

Some of my letters from the State Hwy. Dept. were given to Mr. Donohue, City Manager.

I surely would like to see these lights put in before another Tourist Season.

Sincerely,
Dorothy Ross

8672

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Stanton W. Sharp
Rt. 1 Box 195
Bandon, Oregon 97411

February 6, 1975

Highway Committee
P.O. Box 67
Bandon, Oregon 97411

Sir:

I would like to offer my support in obtaining traffic lights at 11 th and Highway 101 and at the junction of Highways 42S and 101.

I only hope that the Highway Department does not wait untill someone is killed or unjured, to do something about these two dangerous intersections.

Sincerly,

Stanton W. Sharp
& family

8672

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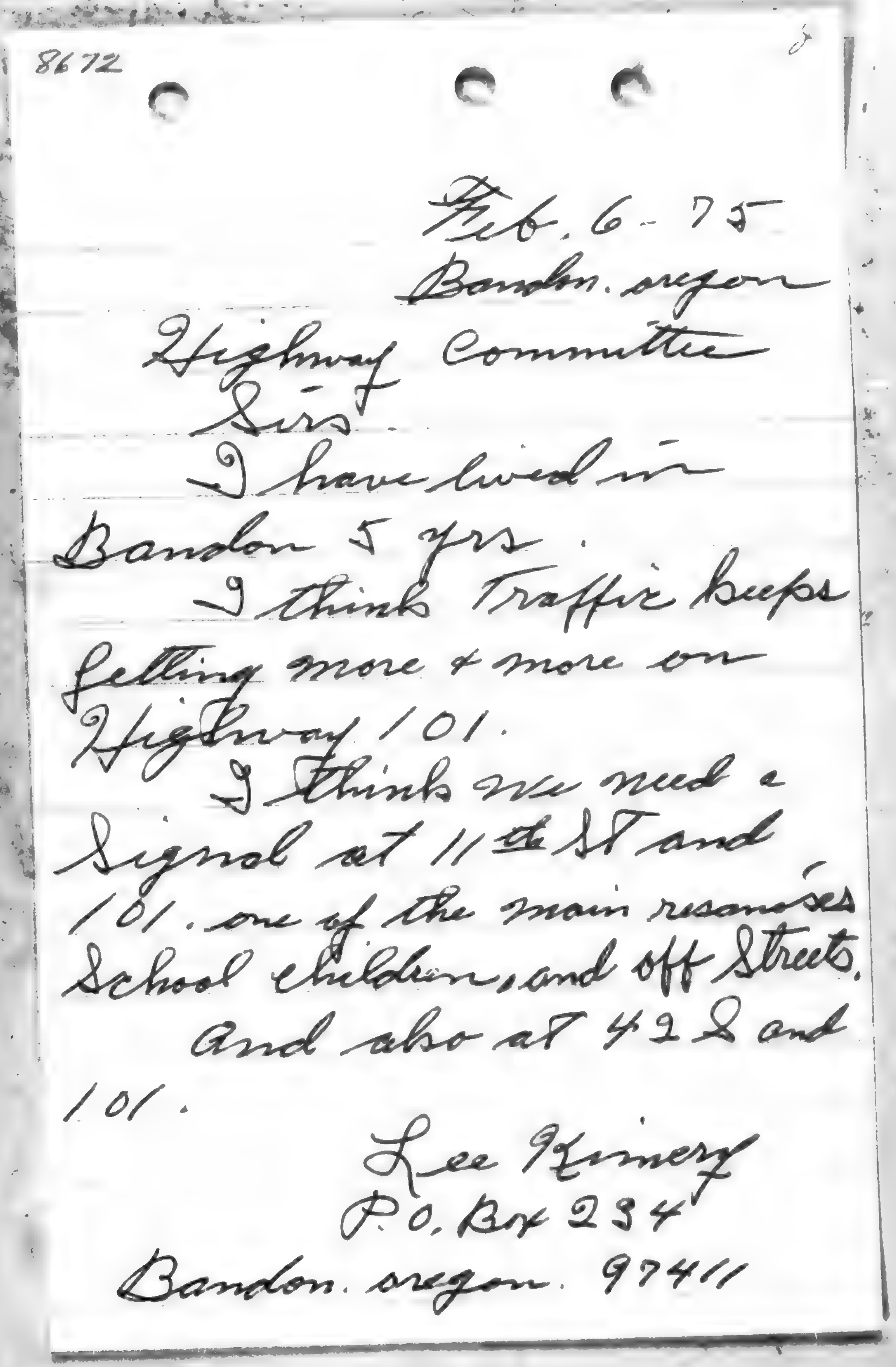
Feb. 6, 1975

Dear Sir: I do believe a Traffic Light is needed at the intersection of 11th St. and Hi-way 101, because of the heavy traffic on 101.

I do Not believe one is needed at the junction of 42S and 101. A complete stop for 42S would end the hazardous condition without the expensive installation and maintenance of a traffic light.

Sincerely,

Mr + Mrs. V. A. Woodward
P.O Box 832
Bandon, Oregon



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Feb. 6-75
Bandon. oregon

Highway Committee
Sirs.

I have lived in Bandon 5 yrs.

I think Traffic keeps getting more & more on Highway 101.

I think we need a Signal at 11th ST and 101. one of the main resonses School children, and off Streets.

And also at 42 S and 101.

Lee Kimery
P.O. Box 234
Bandon. oregon 97411

8672

Bandon Oreg.
Feb 6 — 75

To the Hiway Committee—

I was one of the few that talked traffic lights a year ago, and they still need them more than ever now, espicaly at 11st and 101. We have been lucky no one has been killed there.

I still think it would be better to continue 101 from 4S°. and shorten the distance for through traffic and log and chip trucks and lighten the traffic through town.

We will never build it cheaper than now.

Respectfully yours
M.A. Hemenway
540 Franklin ave

8672

9

Bandon Ore
Feb. 6 - 75

Highway Committee:

I am concerned about a light to control traffic at 11th. St and Highway 101. I take my life in my hands when I try to cross the street, all so worry about the children who have to cross from the school. Do not think we should wait until some child is killed. Better to have a light at crossing then have a child killed or maimed for life.

Respectfully
Mae E Corrigan

8672

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P.O. Box 293
B[illegible]don, Ore.
97411
February 6, 1975

Bandon Highway Committee,
P.O. Box 67
Bandon, Ore. 97411

As a home owner and concerned citzen of Bandon we are interested in having traffic lights installed at 11th and 101, also at the Junction of Highway 42S and 101.

We are concerned with avoiding accidents or deaths. I, for one don't have any one member of my family or am I willing to put our life on the line to make your statistic.

We also live on a side street which comes onto Highway 101S as it goes from a 4 lane to a 2 lane, you take your life into your hands during tourist season trying to cross the Highway;

Sincerely
Mrs Joe Williams

8672 Feb 5 1975 8

Hiway Committee
P.O. Box 67
Bandon, Ore.

I wish to lend my support to you efforts to obtain a traffic light at 11th St and Hiway 101.

As a driver of a small compact car - a Gremlin - I am especially aware of visibility problems. Any vehicle parked at the curbs (especially a pickup or worse — a trailer house!) really blocks my view of highway traffic. Without a light, one must simply go ahead & creep out onto the Hiway to get that view. With a light, one would know traffic is halted and entry safe.

At least one intersection should be safe for crossing in our business district!

At the intersection of 42S and 101 visibility is not the problem but confusion certainly is. If we fail to get the light here can you press for better signs at least?

Thank you for your work.

Dee Bray
750 Franklin Ave.
Bandon, Ore.

8672

Bandon,ORE. 97411
745 Airport Road
February 5,1975

Highway Committee
P.O.Box 67
Bandon,ORE.97411

Dear Sir:

Kindly be informed that we personally should appreciate your efforts toward obtaining and installing a CONTROL TRAFFIC LIGHT at 11 th Street and Highway 101 as well as at the Junction of Highways 42S and 101.

Both of these location,as is,are safety hazards and and a light Control should be installed without unnecessary delay.

Respectfully yours,

John F Warden
John F.Warden
Mrs John F. Warden -
Mrs.John F.Warden

8672 9

Bando, Orego
Feb. 5, 1975

Highway Committee
Dear Sirs:

As I am a resident of W. 11th ave. I am very much aware of the problem of access to Hi 101 here.

If I need to go to the bank or any business on the east side of 101 I'll go down Franklin and around town rather than attempt to cross the intersection. I realize there is a need to conserve fuel but I don't think I use any more than I would sitting with my motor running until it's safe to enter into the highway.

Yours Sincerely
Mildred E. Smith
700 W. 11th ave.

Mailing address
P.O. Box 1091
Bandon

8672

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— Quality Gifts For Over 25 Years —
Zumwalt's Myrtlewood Factory
Route 1, Box ~~727~~ 1222
Bandon, Oregon 97411

Phone:
503/347-3654

Max and Helen Hillsman
Owners

2/5/75

Highway committee:

Dear Sirs:

A stop light at 11th and 101 is long overdue - and the junction of 42 S & 101 is a death trap - No one can believe that 101 would have to give right of way to 42 S, it is all wrong, somehow, and strangers are put into a panic situation - Please rectify -

Helen Hillsman

8672

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P.O. Box 72
Bandon, Or 97411
2/5/75

To The Highway Committee.

It is my opinion that Bandon needs a traffic light badly. I have a mail route in town and have to cross the Highway twice, many times I have had to wait 5 to 10 min. to cross and then it is very difficult and dangerous. Why wait till someone gets killed, or hurt badly.

Sincerely
Margarett J. Smith

7612 9

2-5-75

Highway Committee
Sir

This is to say the people of Band do need a traffic light at 101 and 11th that would help to hold the traffic for people coming into 101 from 11th, 10th, and almira which is a death trap.

I come into town from E. 11th. when I want to make a left turn at 101 or cross I have to turn right after waiting for 10 to 30 minutes to make the turn, go down town, turn around and get on 101 which is another wait

Lets not wait for Some one to get killed which is going to happen.

Thank you
Opal Fairbanks
780 E. 9th. st.
Bandon

7672

Feb-5.1975

Highway Committee Sirs

Highway 101 has by far exceeded its capasity of traffic during tourist season. Or even during the winter months of loging trucks chip trucks busses and othr moveing vehicles.

Myself. I am mostly concerned about stop lights on eleventh street and Highway 101. Taking into consideration we hav a school; grade that is, one block west of 101 And instead of the children crossing on 10st, where the school warning sign is. This would also eliminate two of the small kids directing traffic so they can cross 101, and to safety.

The school its self could teache the children to cross where the lights woul be

And just a matter of a few hundred feet maby 300

I also think by having a stop light there wouldent be so many vehicles entering town a the rate of speed they do -

It dident used to be no problem getting on the Highway, belive me I know, I have only lived on the Rosa road for 45 years.

Yours truly
John H Gardner
Rt-1-Box 2505
97411

8672 8

Bandon, February, 5. 1975.

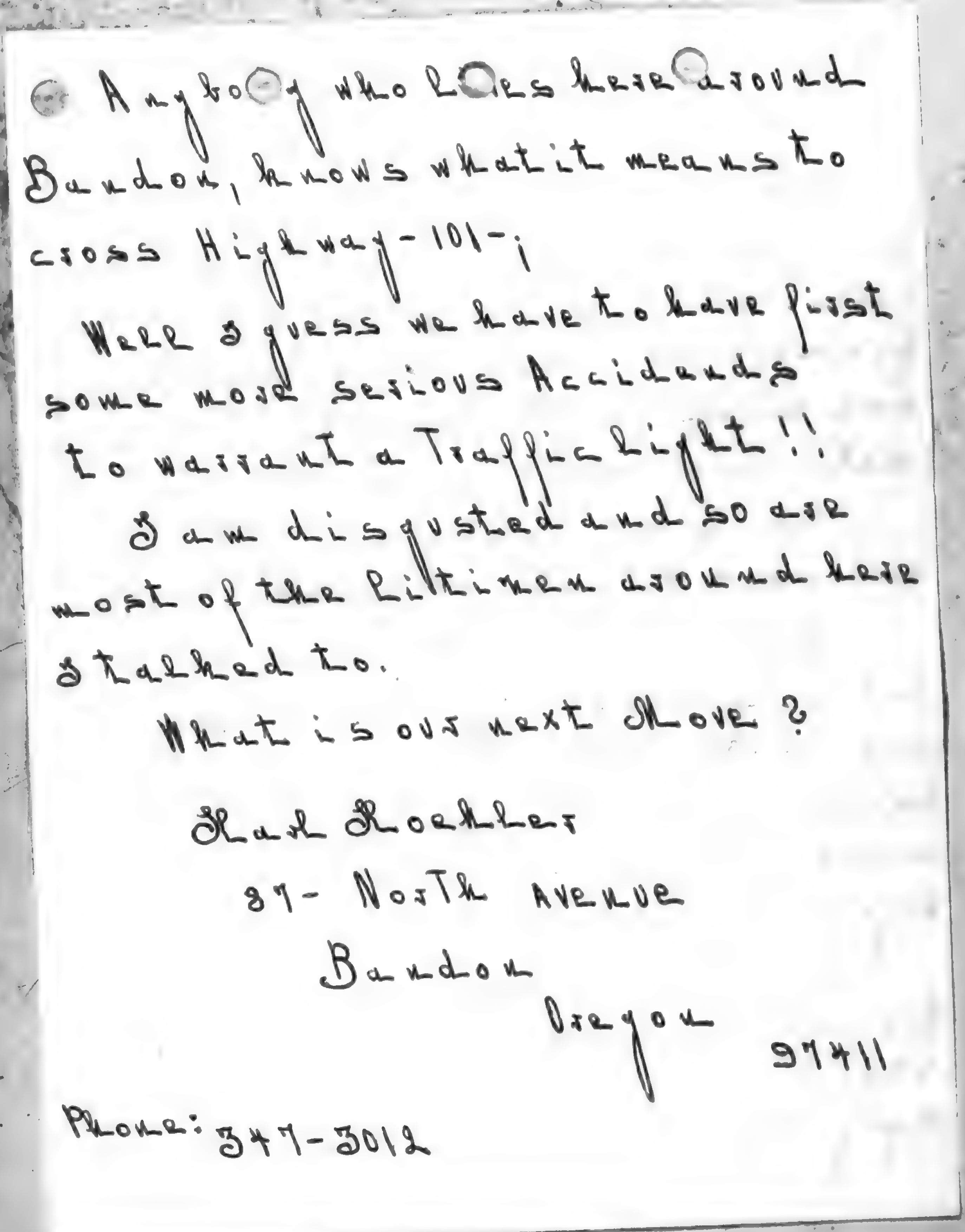
After Living for 45 Years in San Francisco, California and fighting there Traffic every day, driving to and from work Down Town, I finally retired and moved away to Bandon, no more Rat race for me! —

I am living here now for 7 Years and am a Property owner and Tax payer.

In January, the People of Bandon had a Meeting in their City hall to discuss the possibility of the Installation for Traffic Lights at — 11TH Street and Highway 101 — or the Junction of Highway 42 S + 101 —

Well to make it short, the two Representatives of the Highway committee turned the Request down, replying there is not enough Traffic!

over



Anybody who lives here around Bandon, knows what it means to cross Highway-101-;

Well I guess we have to have first some more serious Accidents to warrant a Traffic light!!

I am disgusted and so are most of the Citizens around here I talked to.

What is our next Move ?

Karl Koehler
87- North Avenue
Bandon
Oregon
97411

Phone: 347-3012

8672

Route 1 Box 380
Bandon, Oregon 97411
February 5, 1975

Highway Committee
P.O. Box 67
Bandon, Oregon 97411

Dear Highway Committee:

The traffic situation at the junction of 11th Street and Highway 101 is a potential death trap. Many times I have had a narrow escape at this intersection. It is difficult to see south when you are going onto 101 from the east and it is also difficult to see north when entering onto 101 from the west. This is true when there are any vehicles parked along the highway. During the summer there an increased flow of traffic along Highway 101 which causes one to have to wait for an extended period of time and occassionally someone will try to beat a car because they have sat there for a long time. Something should be done. I would go so far as to suggest that the next person that is injured at that intersection should hold the Highway Department responsible if it can be proved that a light might have prevented the accident. A very serious problem exists and people's lives are at stake. We have waited long enough.

Sincerely,

Mr. Hubert Owens

8672

Route 1 Box 2242
Bandon, Oregon 97411
February 5, 1975

Highway Committee
P.O. Box 67
Bandon, Oregon 97411

Dear Committee:

This letter is to register my complaint about the traffic situation in Bandon at the two intersections which have been discussed many times, namely, the junction of 11th Street and Highway 101 and the junction of Highways 42S and 101. I am much more familiar with the situation at the 11th Street junction because I have almost been hit at this intersection. I sent an open letter to Mayor Goddard at that time demanding something be done. I have no desire to see my wife or my two small children killed or injured in a car accident. If it ever happens I hope someone feels damned sorry because if someone would accept the fact this is a dangerous intersection they might be able to prevent someone's death. That alone should be sufficient reason for a traffic light. Don't wait until someone is killed. Do it before someone is killed.

Yours truly,

Airlee Owens

Mr. Airlee Owens

8672

Wm. and Irene Kennedy
Rt. 1, Box 1236
Bandon, OR 97411

2-5-1993

Highway Committee:
City of Bandon
Ore. 97411

Dear Committee Members:

I want the State Hwy. Commission to know that I think it is a darn shame that they cant put there approval on this project. Cant they read and see what a hazard we have at these intersections. How many deaths does it take to wake up to facts.

Very truly

Wm A. Kennedy + Family —

Stewarts Rd.

Laurel Grove —

8672

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Feb 4, 1975.

Highway Committee
P.O, Box 67
Bandon, Oregon 97411:

Dear Committeemen:

I have been reading and keeping up with the State's viewpoints on the traffic light situation at 11th and 101 and 42S and 101 Junctions.

It seems to me that they are always making their investigations during the slack season of traffic. If they could just make their appearance during the tourist season they ~~w~~would change their viewpoint. Also they should take into consideration the truck traffic. There are times that people have to wait from five to ten minutes to make the crossing at 11th and 101.

I sincerely hope that something can be done to right the situation.

Sincerely
R H Humphrey
1370 Beachloop Rd.
Bandon, Oregon 97411

P.S. Don't wait until there are some fatal accidents.

8672 8

Feb. 4, 75

Highway Committee.
Bandon, Ore.

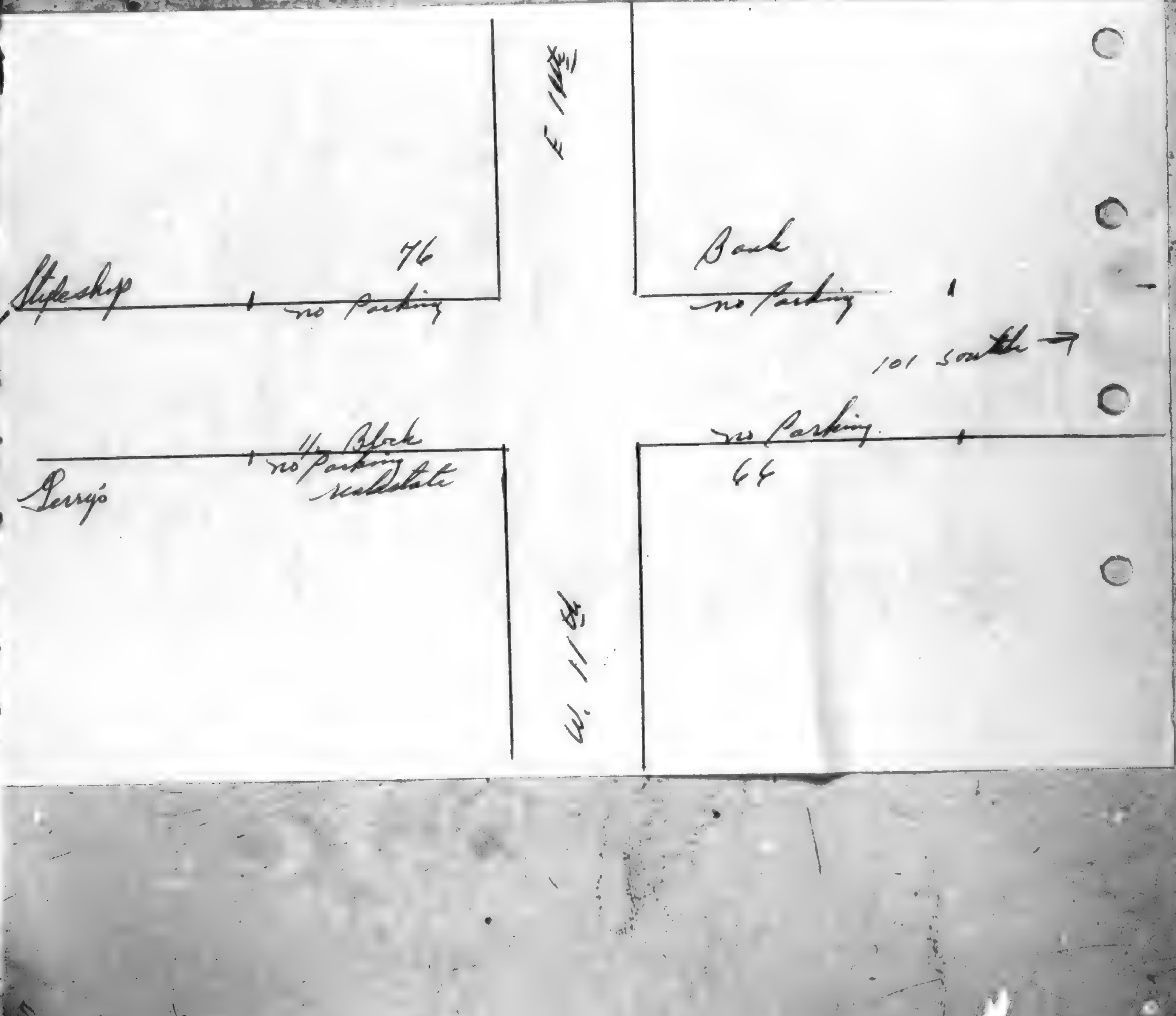
Dear Sirs:

I Belive a traffic Control light is needed at 11th & 101, but I also believe there is an alternative, should it be proven a light is too expensive.

I do feel that if parking were restricted for ½ block within 11th on 101, so as to give full view all four way there would only be a few times one would need to wait more than an extra minute or two.

(over)

Paul R. Hall


E 11th
76
Styleshop
no Parking
Bank
no Parking
101 South →
no Parking
64
1/2 Block
no Parking
realestate
Jerry's
W. 11th

8672 8

Feb. 4, 1975

Highway Committee
Bandon, Oreg.
Dear Sirs:

I am concerned about a light at 11th street and Hiway 101.

While I worked at the Econowash (13 months) I saw many people have very narrow escapes from being in an accident while going onto the Highway from west 11th. In fact, I had a few myself. Finally I quit trying to go on to the Hiway there I usually drove over to 9th + drove on to it there as there is nothing from that point that blocks the view.

I have come upon 2 accidents at the Intersection of 11th + 101.

Like other people I think there will be more accidents because of the New Bank and the Post

Office that will be opening on E. 11th.

I certainly hope something can be done to get a traffic light at the Intersection.

I can't understand the Rules & regulations when they say so many people must have been killed in accidents there before a light can be put in. It should be put in to save those lives.

Sincerely, a native of Bandon
Kathryne (Mrs. Merlin)
Delameter
Rt. 1 - Box 832
Bandon, Oreg.

8672 9

Bandon, Oregon
February 4, 1975

Highway Committee
P.O. Box 67
Bandon, OR 97411

Gentlemen:

As I work in Bandon, I have occasion to be in town every day and believe something must be done to control traffic through town. During the tourist season, I never make a left turn onto or try to go across Highway 101 in the area between 9th and 11th streets as it is too dangerous. I turn right, get in the inside lane to stop traffic behind me, turn left and go around the block and make a right turn back onto the highway. It is getting dangerous even during the peak traffic hours in the winter season and since the street between 10th and 11th is blocked off by the school on the West side of 101, I have to go more than a block out of my way to get back onto the highway, if I intend on going South. This isn't the same as a four way intersection where everyone takes a turn. We are trying to enter a road where everyone on it has the right of way. During these days of trying to save on energy, we aren't doing it when we have to sit for several minutes idling an engine while waiting to get on the highway or going out of our way to get in the direction we wish to go.

I also believe something must be done at the intersection of 101 and 42S. I have worked in the insurance industry for several years and have noted that most of the accidents there involve strangers. The local people know they have to yield to traffic on 42S but who ever heard of a main highway having to yield to traffic on a secondary road? The small sign at the intersection is not readily seen and strangers just assume that they have the right away when they are on 101. If a traffic light is not feasible in this area, I believe there should be a stop sign on 42S.

Sincerely,

Mrs. W. E. Korenko

Mrs. W. E. Korenko
Route 1, Box 1020
Bandon, OR 97411

8672

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1260 Beach Loop Road
Bandon, Oregon 97411
February 4, 1975

Highway Committee
P. O. Box 67
Bandon, Oregon 97411

To Whom it May Concern:

Although I have only lived in the Bandon area since mid-1974 and will be soon leaving, I would like to express my views on the need for traffic control lights at 11th St. and Highway 101; also for at least a stop sign coming off Highway 42S at 101.

I worked and shopped on the opposite side of Highway 101 from where I lived, consequently had to cross at 11th or try to get out onto the Highway at 10th St., a feat almost impossible to accomplish. If a vehicle is parked on the Highway you can't see oncoming traffic; also through traffic is strung out just enough so you finally end up taking a chance you wouldn't under ordinary circumstances attempt and I have had more close calls than I like to think about. One more hazard in making this manoeuvre, a lot of local people don't bother to signal when turning onto 10th or 11th from the Highway and just when you think it's going to be clear to plunge into the stream of traffic on the Highway, the car you thought was past you is suddenly right in front of you, turning into your street when you've already started to accelerate. Sooner or later, the law of averages will catch up with you when you're forced to take those kind of chances, that often.

Whether lights are actually needed at the 42S and 101 intersection, or just a stop sign for the 42S traffic entering 101 would be sufficient, this is a dangerous spot. What unwary stranger, traveling north on Highway 101, would ever dream that a State road would have the right-of-way over a U.S. Highway--especially when you're busily reading directional signs, moving into another lane and making sudden decisions in order to stay on your proper road, heading in the right direction? It seems to me that this odd and rather frightening corner on a U.S. Highway should not present the added hazard of losing your right-of-way to a State road just when you least expect it, in the middle of a manoeuvre which demands all your attention in itself. Particularly so for those seeing the corner for the first time, possibly pulling a heavy vacation trailer, driving a truck or some other cumbersome vehicle. This corner must be simplified--if not for us who live here and are used to it, for all unsuspecting travelers.

Sincerely yours,

Frieda McCallum

Frieda McCallum

8672

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Rt. 1 Box 2070
Bandon, Oregon
Feb. 3, 1975

Highway Committee
c/o P.O. Box 67
Bandon, Oregon 97411

Dear Friends,

A slow driver on the highway may be given a ticket because he may cause an otherwise safe diver to become impotient and cut around him possibly resulting in an accident.

The stop signs on 11th Street are equivalent to a slow driver. We drivers who are usually safe find no alternative during the tourist season but to gun the engine and hope we'll make it across highway 101.

Safety is reduced to trying

to make it across in front of something smaller than a log truck.

Should not the state receive a traffic citation for *not* putting a traffic light at the corner — just as the state cites the slow driver. The state is a party to the accidents.

As ever

Tom Phelan

8672

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Virgil G. Pearson, Br. Mgr.

xxxxxx[illegible]xx

TELEPHONE (503) 347-3708

RED CARPET
REALTORS
RED CARPET REAL ESTATE OF COQUILLE
BANDON BRANCH

SECOND STREET (POST OFFICE BOX ~~xxxx~~ 878) BANDON, OREGON 97411

Feb. 3,1975

Highway Committee
P.O. Box 67, Bandon, Oregon 97411

To the members of the Committee:

I certainly concur in the necessity for a traffic light at both 11th St. and Hwy.101 and the Junction of 42-S and 101. Children are crossing at the 11th St intersection, foot traffic is heavy in this area and it is a wonder that some very serious accidents causing multiple deaths have not occured before this.

Any further "foot dragging" by the Highway Commission, can not be tolerated.

Sincerely

Virgil G. Pearson

Virgil G. Pearson, Associate Broker
Red Carpet Real Estate of Coquille
Bandon, Branch

8672

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UNITED STATES POST OFFICE

Bandon, OR 97411

OUR REF:

DATE: 2/4/75

SUBJECT: Traffic Control:

P.C.CL:

TO:

Highway Committee
P. O. Box 67
Bandon, Oregon 97411

In making daily trips to the bank for Postal deposits, I frequently use the intersection at Highway 101 and 11th. Street. On more than a dozen occasions in just one year alone I have been involved or witnessed "near misses" which could have resulted in damage and injury. This is justification enough to seek a trafic control devise at this dangerous intersection. I prefer to avoid injury, damage, and lost time if at all possible. A light would vitally assist in regulation of traffic at neighboring intersections, as well, and enable vehicles to gain entry onto Highway 101 while making a left turn. I have seen cars backed up an entire block during the summer in trying to exit from 10th and 11th streets.

This section of our City is growing rapidly, and with the coming of our new Postal facility and other new businesses, vehicle traffic will increase and danger worsen unless a traffic light is installed prior to the early summer months.

Jack D. Ward
Postmaster
Bandon, Oregon 97411

8672

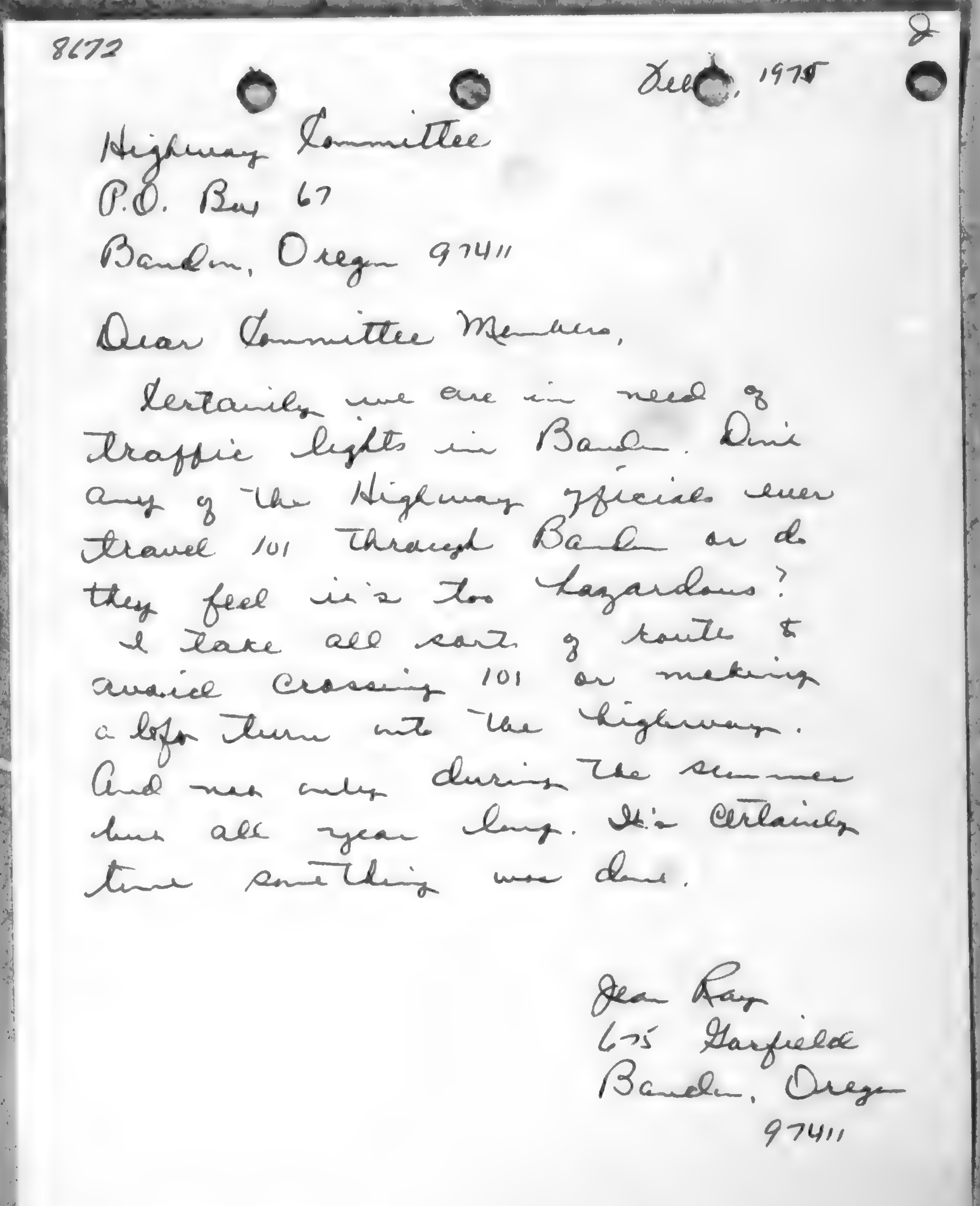
Feb 1 1975 8

To whom it may Concern,

I am living in Bandon. Oregon
and am very much concerned
about one or two traffic lights
on 101. hiway (at 11th street
& 101, also junction 42 & 101
highways.) I have seen many
near accidents at both
places and know of several
actual accidents. I think
we need at least one as
other towns this size
have several and I feel
the people here young &
old, also the tourist would

have a Safer time getting on-to the main highway from the side streets - I think we are being given the run - around by our State Highway Commission.

Samuel F. Thomas



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J

Dec [illegible], 1975

Highway Committee
P.O. Box 67
Bandon, Oregon 97411

Dear Committee Members,

Certainly we are in need of traffic lights in Bandon. Do any of the Highway officials ever travel 101 through Bandon or do they feel it's too hazardous?

I take all sorts of route to avoid crossing 101 or making a left turn onto the highway. And not only during the summer but all year long. It's certainly time something was done.

Jean Ray
675 Garfield
Bandon, Oregon
97411

8672

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Februar[illegible]7, 1975

Highway Committee
City of Bandon, Oreg.

Sirs:

May I briefly state my views on the traffic control light at 11th street and Hiway #101.

For the past two years this has been needed. With the increase of townfolk plus the summer people, it is a must.

As I do not always drive, I am very often a pedestrian and have faced the hazards of crossing 101 at 11th.or anywhere else. After waiting minutes on end for an opening it takes the courage of a lion and the skills of a gymnast to dash across.

As to the Junction of 42 S and #101 I am sure a light there would be of great benefit to all. However , if a choice must be made please make it 11th. Street and Hiway #101.

Very truly yours,

Gertrude Do

8672

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Feb [illegible]th/75
Bandon 97411
Ore

Gentlemen;

I am concerned about about the lights especially the one on 11th + 101.

I really consider very dangerous where so many cars have to be involved.

Sincerely
Leila Goddard.

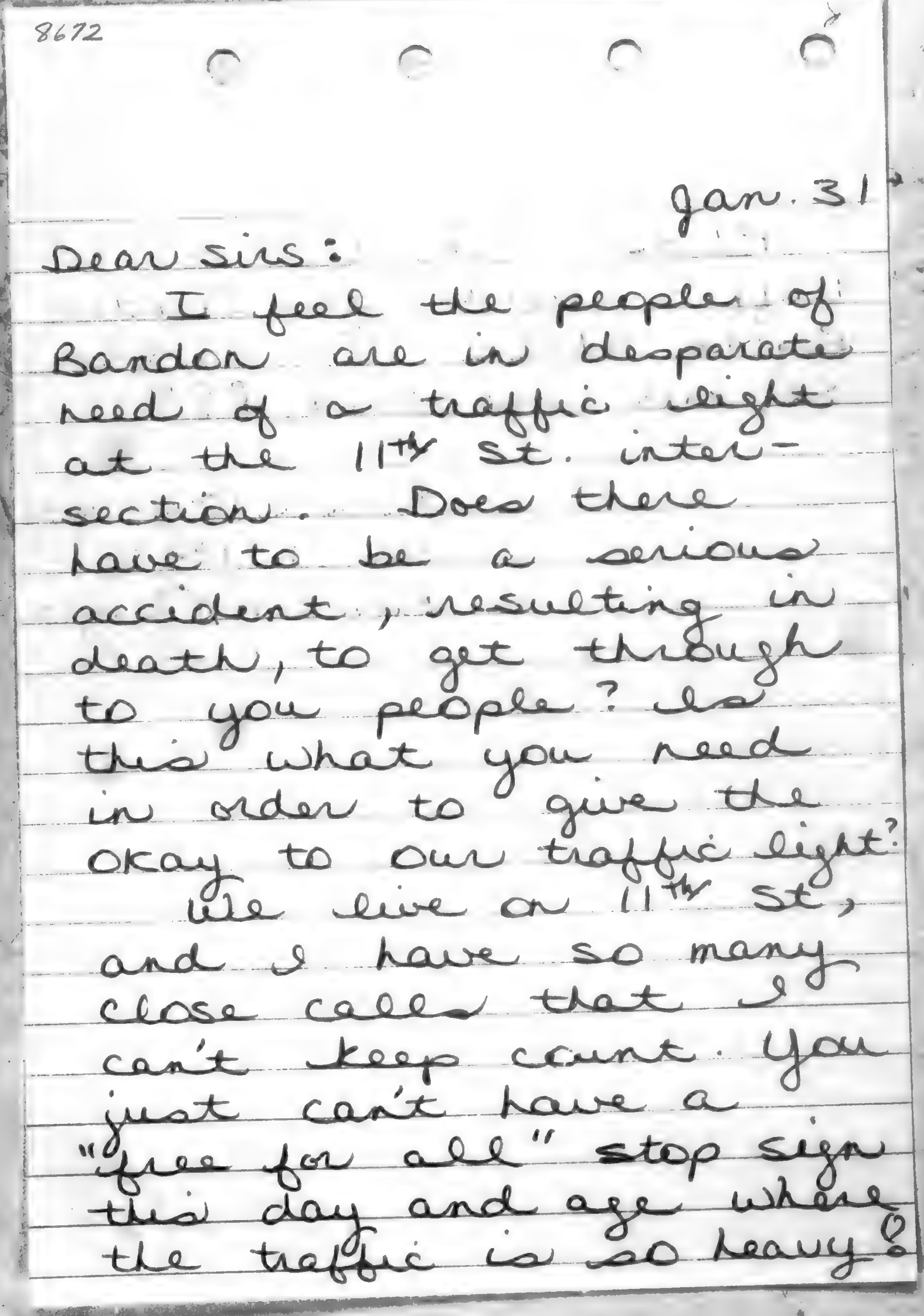
P. S. Even a flashing light at the junction of Highways 425 and 101 would help.

Bandon Oregon.
Jan. 31 75

Highway Commitee

Dear sir - In regards to Bandon Needing traffic lights. I think that when something This important is needed in Bandon. why is it so hard to Get 2 Traffice lights. why so many wrecks I know we have almost been in 2 real bad wrecks up at 11th and 101 also at Elmira and 101 - so why we haft to go thro so much trouble Getting 2 ~~tighs~~ lights for Bandon we can never figure it Out. all School Buses needs these lights because we have lots of Children riding them, and another thing why isnt some signs on side of road moved also. so we are very much in need of lights

Sincerly
Mr & Mrs Dan Hugh
1040 Grand. Bandon Ore



8672

Jan. 31

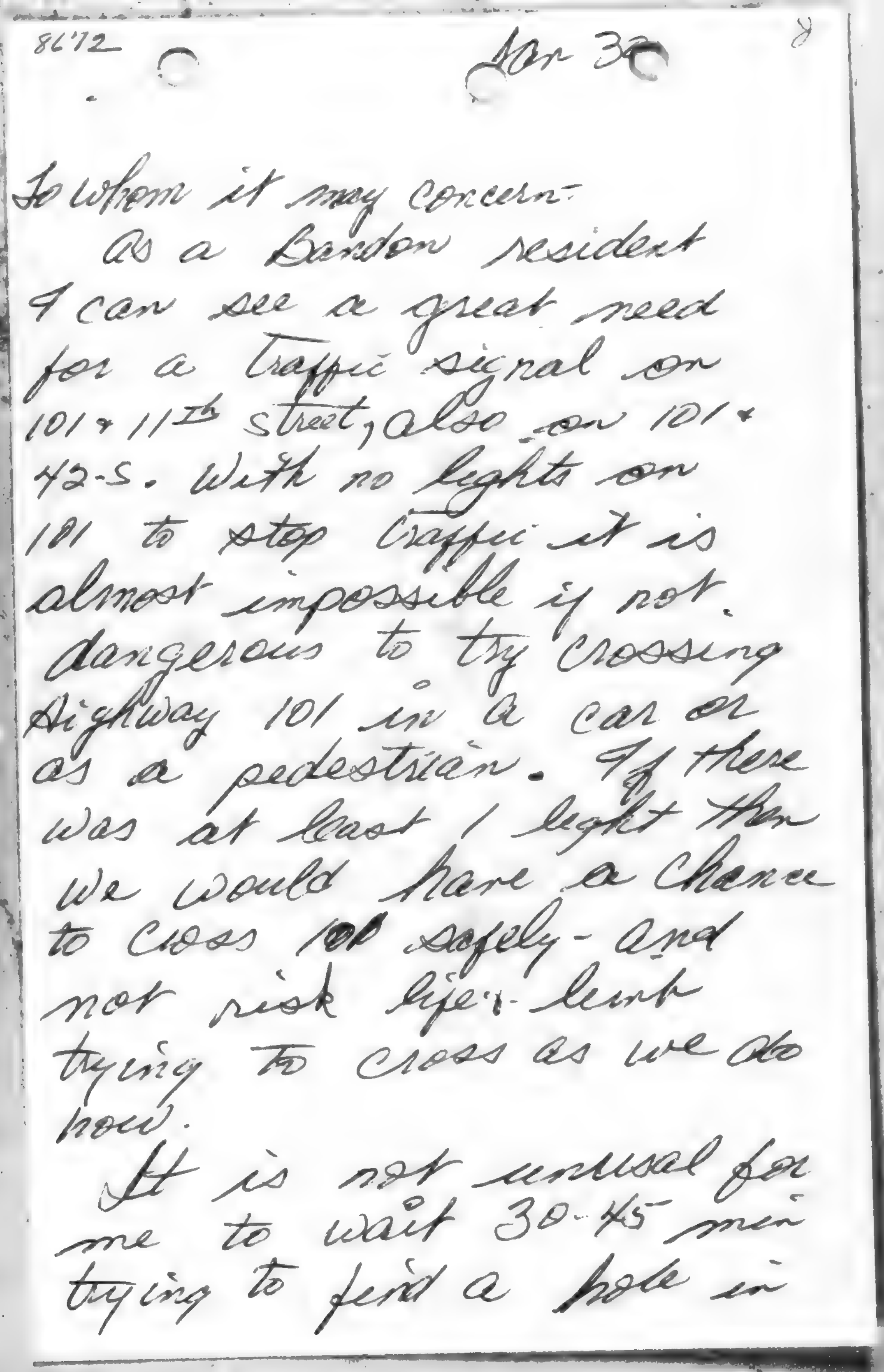
Dear Sirs:

I feel the people of Bandon are in desparate need of a traffic light at the 11th St. intersection. Does there have to be a serious accident, resulting in death, to get through to you people? Is this what you need in order to give the okay to our traffic light?

We live on 11th St, and I have so many close calls that I can't keep count. You just can't have a "free for all" stop sign this day and age where the traffic is so heavy?

Please consider a traffic light for Bandon Before there is another serious accident !!!

Lorrie Robertson
835 W. 11th St.
Bandon, Oregon



8672 Jan 30 8

To whom it may concern-

As a Bandon resident I can see a great need for a traffic signal on 101 & 11th street, also on 101 & 42-S. With no lights on 101 to stop traffic it is almost impossible if not dangerous to try crossing Highway 101 in a car or as a pedestrian. If there was at least 1 light then we would have a chance to cross 101 safely - and not risk life & limb trying to cross as we do now.

It is not unusual for me to wait 30-45 min trying to find a hole in traffic big enough for me to dodge out into line of traffic on 101 from a side street.. during the summer- Winter I only have to wait 10-30 min.

I have never seen the amount of traffic in Myrtle Point that we in Bandon have & yet they have 3 lights while we have none.

Because of the long waits trying to cross 101 I sometimes will make at right turn, then a left turn 2 or 3 blocks down the road & go around the block in order to cross or turn left onto 101. This problem could be solved with at least 1 traffic signal to break the flow of traffic long enough to enable cars to get onto or to cross 101 without risking life & limb.

Bandon has many ~~ol~~ elderly people who don't drive & thus they have even greater difficulties trying to cross 101 on foot.

We are being penilized because we are safe drivers & managed to cross 101 without getting into accidents. However I have had some close calls & have seen some near accidents that could have been easily prevented by a traffic signal.

Sincerely
Mrs. Robert T Corely

8672

J

KEN DENNISON REALTORS

REALTOR®

BRANCH OFFICE:
P.O. BOX 443 · 11TH & HIWAY 101 · BANDON, OREGON 97411
PHONE 503 347-3416

Jan 29, 1975

As you know our office is on the Corner of
101 & 11th - There is hardly a day just past that we see
near accidents - and a few accidents - Today
for instance - an out of state Car was
speeding south and one of our local people
~~was~~ trying to turn north - apparently the
L.P. misjudged the speed of the other car -
pulled out - and were missed by a fraction of
an inch. I have also gone out & gave
drivers the all Clear sign - (after watching
them sit at the intersection from 3-5 minutes)
so they Could pull out to Cross the road.
Of Course there is my now "infamous"
accident - that doesn't Count, because it was
a rear end Collision - I might say - its been
just as expensive, painful and tramatic as
a side swipe - I shan't reiterate what I

Main Office
P. O. Box 22, Port Orford, Oregon 97465

OTHER BRANCH OFFICES IN GOLD BEACH AND LAKESIDE

KEN DENNISON REALTORS

BRANCH OFFICE:
P.O. BOX 443 • 11TH & HIWAY 101 • BANDON, OREGON 97411

PHONE 503 347-3416

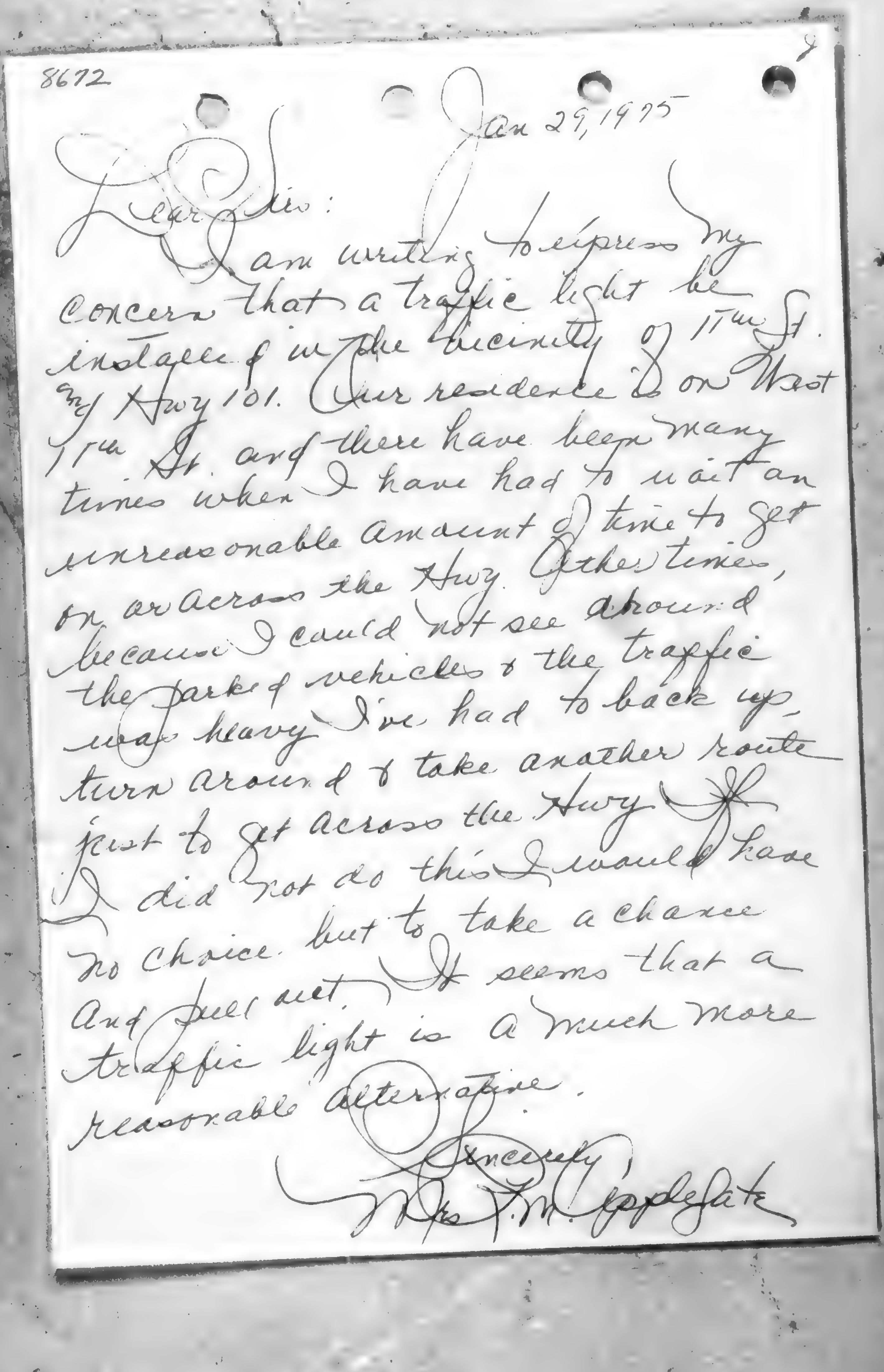
REALTOR®

said at the Council meeting - as a note of
interest the man who hit me only had
$10,000 in insurance. Over $11,000 has been
used - and my lawyer advised me last
friday - that he is trying to get my
insurance Co. to at least pay the outstanding
medical bills - so much for the "big"
settlement. I can see where something like
this Could Cost the state more in Welfare
payments - because If I were the sole support
of our family, we would be on Welfare by
now - possibly Costing the state more than
What the traffic light would Cost. - I realize
that to the Highway dept. that we are not
human beings - just dry statistics - but
do hope this letter will be of some help.

Lola Beazizo

Main Office
P. O. Box 22, Port Orford, Oregon 97465

OTHER BRANCH OFFICES IN GOLD BEACH AND LAKESIDE



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Jan 29, 1975

Dear Sir:

I am writing to express my concern that a traffic light be installed in the vicinity of 11th St. and Hwy 101. Our residence is on West 11th St. and there have been many times when I have had to wait an unreasonable amount of time to get on or across the Hwy. Other times, because I could not see around the parked vehicles & the traffic was heavy I've had to back up, turn around & take another route just to get across the Hwy. If I did not do this I would have no choice but to take a chance and pull out. It seems that a traffic light is a much more reasonable alternative.

Sincerely,

Mrs. T. M. Applegate

8672 Jan. 29-75 8

Bandon Oreg
97411

Dear Sir

We need traffic lights
in Our town
Not a by pass. our town
Will fold up and die.
So keep our town agoing
Keep the Cars acoming.
With traffic lights —
dont Wate untill I get Killd
Then put in lights.
Do it Now. So I can us
them to.-

Judy D Clarno-
South June
Bandon Oreg
Oreg

8672 Jan. 29-75 8

Bandon
Oreg

Dear Sirs

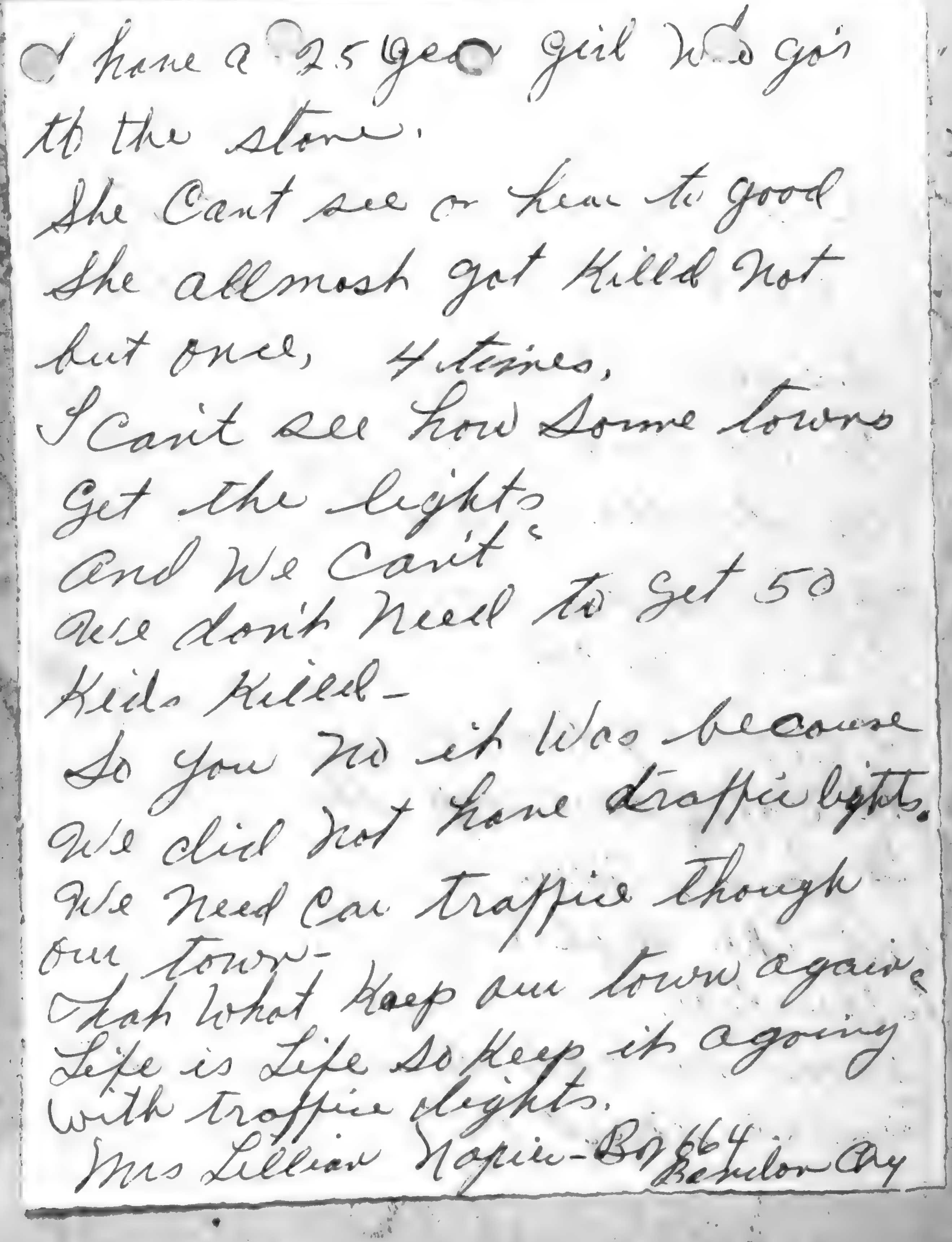
We need those two
traffic lights in Bandon
of is that asking to
much for a city of 2,000

a Concerned Citizen

Col Nogiew SR.

8677 South June ave 8
Bandon Oreg 97411
Jan 29 - 75

This is for the stop lights— that We Need hear in Bandon, And bod.
If we had the stop lights My brothr inlow Would Not hit a mon and Killd him, I Could go on.
I come geting it lots of time the Cars Come up the hill So faist, Were I come out onte the high Way, when thy get to the top,
Iam on able to go. So I set Guntill Next one—



I have a 25 year girl Who gos
to the store.
She Cant see or hear to good
She allmost got Killd Not
but once, 4 times,
I Cant see how Some towns
Get the lights
And We Cant.
We dont Need to get 50
Kids Killd-
So you No it Was because
We did Not have traffic lights.
We Need Car traffic though
our town-
That What Keep our town again.
Life is Life So Keep it agoing
with traffic lights.
Mrs Lillian Napier - Box 664
[illegible] Ky

8672

Bandon, Ore.
Jan 27, 1975

State Highway Comm.
Portland, Ore.

Dear Sirs:

We need a traffic light in Bandon. I feel you have lights in other places that don't need it half as badly as we need one. I have had several close calls getting on & off 101 hiway from side streets in Bandon. It's almost like playing Russian rollette. Take a chance and step on it but fast or else wait for 20 minutes.

My wife owns a 13 hour a day neighborhood grocery store and hears complaints about this nearly every hour of the day for 365 days a year from customers.

I feel you are cheating the Bandon people out of tax money they are paying and which they rightly deserve just like every other town.

How come Myrtle Point can have 3 lights & less traffic & we can't even have one??

Please send one of your representatives down here who can answer some questions for us.

Sincerely,

Susan A. Moffitt

8672

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855 West 11th Street
Bandon, Oregon 97411

January 27, 1975

Highway 101 Traffic Committee
Bandon City Hall
Bandon, Oregon 97411

Dear Committee:

I live on West Eleventh Street in Bandon and I find it very difficult to cross Highway 101 at the intersection of Eleventh Street and the highway. The intersection is especially hazardous during the summer months when many tourists and truckers use the highway.

Trucks that park beside the highway near Gerry's Restaurant make it difficult to see oncoming traffic when trying to enter Highway 101 from Eleventh Street.

A traffic light at the intersection would be the best solution. A partial solution would be to make the part of the highway near Gerry's Restaurant a no parking zone.

I hope that steps will be taken to make the intersection safer.

Sincerely yours,

Linda Milne

Linda Milne

8672

Bandon, Ore
Jan 25, 1975

State Highway Comm.
Portland, Ore

Dear Sirs,

Am concerned about a traffic light in Bandon, Ore. We particularly need one at 11th St & 101. Also at intersection 101 & 42 Highways. Since you don't have the funds available for 2 lights — even one would help. It would stop traffic long enough for us to get off and on the main hiway all through town. Not just 11th street. We have a problem all through town on all side streets. Your count past 11th street, only, is not an accurate count as most of people are taking other streets to get on & off the main 101 hiway anymore as 11th Street is too dangerous. If we even had 1 light in town it would help all the way through town in getting onto or crossing the main hiway. And we certainly don't want a by-pass hiway or Bandon would be a ghost town like Coquille. We do need the tourist in the summer time as a shot in the arm for our business. One traffic light would solve our problem. If funds aren't available, why can't we have one of the lights in Myrtle Point? They certainly don't need 2 up there. Our city crew could do the labor and it wouldn't cost the tax payers $35,000.00 either. Also there is a caution light a short ways out of Gold Beach North, at a rest stop. The hiway has marked off for 3 lane traffic and you can see straight for 2 miles each way.

II

It looks to me like $35,000.00 *badly*
spent. What wonderful person in
your department thought of that one?
And yet you can't afford even
one light where most of our
assidents are and will be a lot
more if people don't detour all
around town to get to the *new*
postoffice, State liquor store (all to
be relocated up by 11th St.) also
schools and some new office building.
I think you had better send some-
one on your staff who knows
something about what is going on
in your office because the 2 you
sent down here couldn't answer
any of our questions exsept to say
"I'm sorry, no funds for you".
Why didit you send someone with
some atherity sinse it was *us*
taxpapers who are paying you

guys —

Just a small town hick — taxpayer who doesn't need to be humorous —

Agnes Moffett

8672 8

Bandon, Ore. 97411
Jan 24 1975

State Highway Commission
Portland, Ore.

Dear Sirs,

We do need a stop light on Highway 101 at 11th St. it would also help getting onto the highway at 10th and 12th St. We need it very very badly. also at the junction of highway 101 and 42. Please do something about it.

Yours truely

Mary M. Strain
853 1st St. East.
Bandon Or. 97411

8672

Langlois Ore.
Jan 23, 1975

Bandon Highway Comm.
P.O. Box 67
Bandon, Ore. 97411

I live fourteen miles south of Bandon but do most of my shopping there. During tourist season I have waited long as five minutes to enter hiway 101 from the McKays market while cars keep piling up behind me. When the traffic finally has a break I go like hell hoping to get headed south before getting clobbered. I have had 2, maybe 3 very narrow escapes at this intersection.

It would be interesting to know how Myrtle Point managed their 2 lights. Only time we encounted traffic there was at fair time. Anyone with half a brain knows that 101 has more traffic. Something smells! Fearless Leaders!

Sincerely
Nomene Kamph
Langlois Ore 97450

8672

9

UNITED STATES POST OFFICE

BANDON, OREGON 97411

DATE: 1/10/75

OUR REF:

P.O.CL:

SUBJECT: Traffic Control:

TO:
Mr. Donald L. Goddard,
Mayor, City Of Bandon
Bandon, Oregon 97411

In consideration for possible location of a stop light at the intersection 11th. St. and Oregon Avenue (Highway 101), it might be of value to recognise that the new Postal Facility planned for construction on lots 5 through 10, block 34 Woodland Addition to the City Of Bandon, will have a great deal of bearing on the traffic flow in that area.

Expected for completion in the very early part of 1976, this facility, once occupied for postal business, will bring an estimated addition of 300 cars daily to this intersection.

Therefore, as a safety factor to our Postal Customers, for consideration of all other shoppers, and to better regulate traffic through Bandon, the United States Postal Service requests the installation of a traffic control device at the intersection of 11th. Street and Highway 101 as early as possible.

Jack D Ward

Jack D. Ward
Postmaster, Bandon, Oregon 97411

cc: Mr. William Donahue,
Manager, City Of Bandon

8612

12/29/74

8

Bandon City Council - as it will be impossible for me to attend the January 15 th meeting, with the Oregon State Highway Commission, I tender this letter as evidence of my continued support for a traffic light at the Highway 101 and 11th Street intersection.

I have written the Highway Commission two years ago, regarding this dangerous area. I was told that Cranberry trucks were causing the problem, and it was seasonal.

I totally agree, it *is* seasonal, winter, spring, summer & fall!!

I can speak only for West Bandon, where I live, but it would seem the danger exists from the East side of the highway as well!

If I find it necessary to cross 101 during peak hours, and this is a daily occurence for me, I often go down town and attain the highway from there. It is safer & quicker!

One of my neighbors has suffered months of pain and loss of salary, because of an accident at the afore mentioned intersection. She has recovered, but may well have been Killed!

It is my hope that a traffic light will be placed at the point where 11th street meets highway 101, before we have an accident that will put it on the map!

Sincerely,

Norma A. Weston
920 Jackson St.
Bandon, Oregon

8672

Bandon, Oregon
97411

State Highway Commission
Salem, Oregon

Dear Sirs:

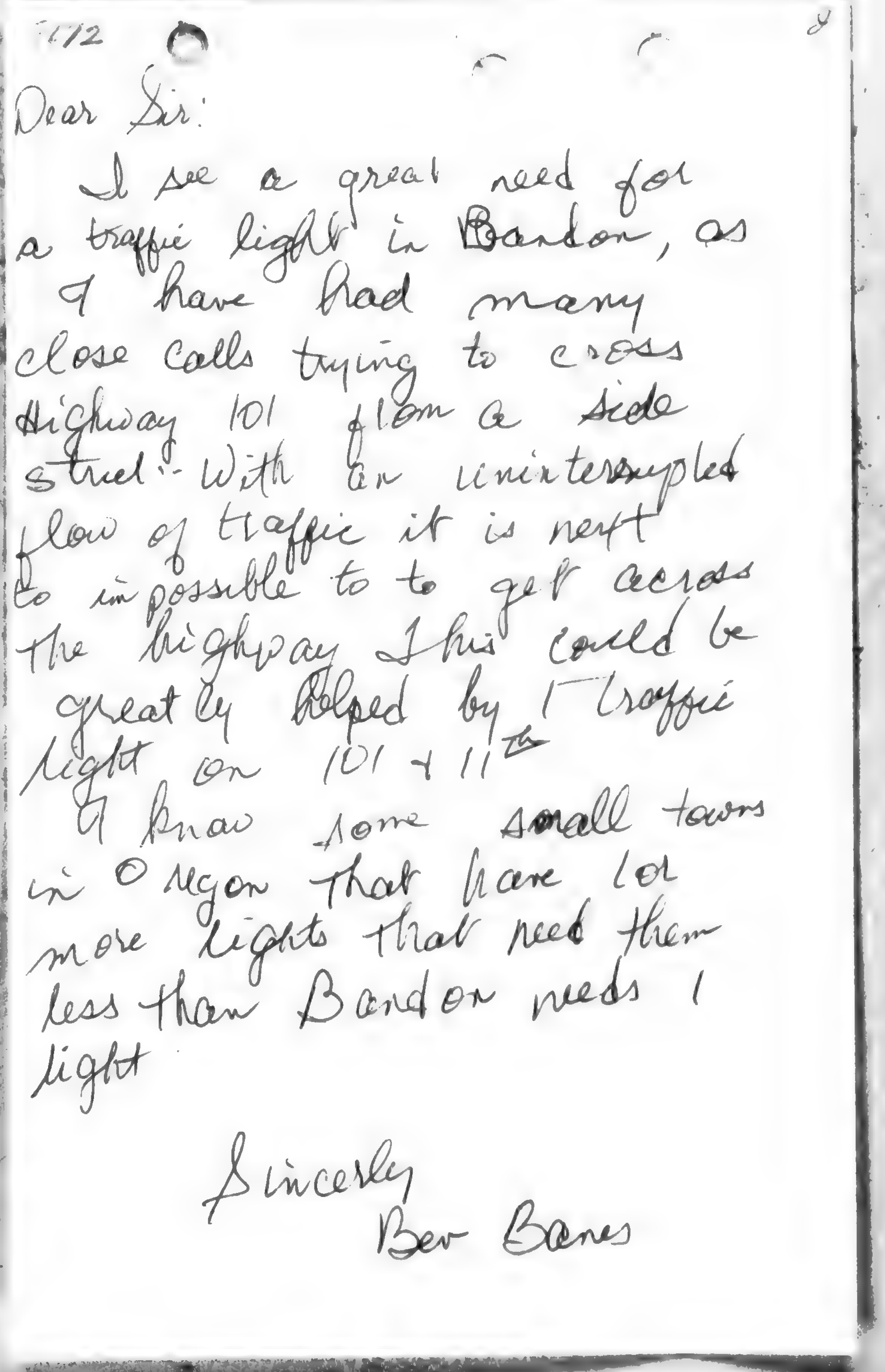
I attended the local City Council meeting when your two representatives were present to answer questions for the people. They were very short of facts and figures. Bandon is in need of traffic lights. When you pull out onto 101, sometimes you wonder. how you ever made it. It will even be worse when the new post Office is built in this end of town.

Your representatives said there wasn't any money. Where did you get money to put in a warning light north of Gold Beach in Curry Co. for a rest stop, when you can see 2 miles each way? It just doesn't make sense.

Someone from your department, who can answer our questions should make a trip down here and listen to our people.

Thank you,

Nellie Biggar



1172 8

Dear Sir:

I see a great need for a traffic light in Bandon, as I have had many close calls trying to cross Highway 101 flom a side streel - With an uninterrupted flow of traffic it is next to impossible to to get across the highway This could be greatly helped by 1 traffic light on 101 + 11th

I know some small towns in Oregon that have lot more lights that need them less than Bandon needs 1 light

Sincerly
Bev Banes

2672

To Whom it May Concern:

I have had many close calls + near accidents in trying to turn left onto or cross highway 101. ~~which~~ ~~cr~~ These could be easily avoided by the use of a traffic light on Highway 101 + 11th. Also the post office will ~~be~~ soon be up on the hill which will increase the amount of traffic on 101. The time to put in a light is now - Not after 5 or more people have been killed trying to cross or get onto 101 from a side street -

Sincerely
Katy Barnes

8672 8

Dear Sirs

I have had many problems trying to cross or turn left onto Hyway 101 in Bandon I have had long waits for a hole to make a left turn on to 101.

It is difficult for a person ~~of~~ on foot to cross 101. as a young man I can run across but Bandon is a town of many elderly people who can't run and have a difficult and dangerous time crossing 101.

as a driver it is often necessary to make a right turn onto 101 and make a left turn a block or two later just to cross the hyway. This is a waste of valuable fuel as it puts you out of your way.

These problems could be helped by putting traffic light on the corner of 11th + 101. This would breakup the flow of traffic through ~~to~~ town. Bandon could use several traffic lights on 101 but we need this one light.

Thankyou Robert L Coverly

8672. 8

Mr. Donohue, these are my contributions for the meeting for tonight, Jan. 15. I have been trying to get the 2 overhead street stop lights in for 2 years. You can read the answers.

Also, wrote about tall weeds on cross roads of Bear Creek & Parkersburg. I had to travel Parkersburg every week or two & almost got hit on account of the weed blind. It was immediately remedied.

Please speak my sentiments tonight. I have to attend the annual church business meeting tonight. Thank you.

Dorothy Ross

OREGON STATE
HIGHWAY DIVISION

District 7

P. O. Box 606 Coquille, Oregon 97423 Phone 396-2814

July 24, 1974

Ms Dorothy Ross
P. O. Box 753
Bandon, Oregon 97411

Dear Ms Ross:

Thank you for your letter concerning the problem at the junction of Bear Creek Road and the Bandon-Coquille Highway.

Our Section Foreman has investigated this and will take care of the tall grass within the next two weeks.

Thank you again for your interest in the safety of the highways.

Very truly yours,

B. E. Brown, Supt.
B. E. Brown
District Engineer

BEB:bb
cc: G. S. Gregory

**OREGON STATE
HIGHWAY DIVISION**

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

September 17, 1973

Ms. Dorothy Ross
920 3rd Street East
Bandon, Oregon 97411

Dear Ms. Ross:

This will further acknowledge your letter of July 16, 1973, to our Salem office and one dated April 14, 1973, to our Coquille office requesting traffic signals on US101 at June and 11th Streets.

This office has now completed Signal Warrant Investigations at both locations. We are guided by nationally accepted warrants listed in the Federal Uniform Traffic Control Devices Manual adopted by the State of Oregon. These warrants include such things as traffic volume, interruption of continuous traffic, pedestrians, accident data, etc.

A reduced warrant was used in the analysis of the two Bandon intersections. This reduction is based on an area population of less than 10,000 persons. The two intersections fall considerably short of the reduced warrants. Signalization cannot be recommended if this warrant is not met.

The Highway Division has set up priority lists for locations that do meet the warrants and we have a backlog of such locations awaiting funding.

We are sorry we cannot be of more help in this matter. We wish to thank you for your understanding of the overall view regarding traffic signals and your continued interest in traffic safety.

Very truly yours,

Alfred Shirley Jr

ALFRED SHIRLEY, JR.
Regional Engineer

GLC/jw
cc L. E. George
R. A. Sandmann

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

[redacted]
Administrator of Highways

July 25, 1973

Ms. Dorothy Ross
920 3rd Street East
Bandon, OR 97411

Dear Ms. Ross:

This will acknowledge your July 16 letter in which you indicate a need for traffic signals on US101 in the city of Bandon.

We will investigate this and will be in further communication with you.

Very truly yours,

AE Johnson

A. E. Johnson
Deputy State Highway Engineer

OREGON STATE
HIGHWAY DEPARTMENT

District 7

P. O. Box 606 Coquille, Oregon 97423 Phone 396-2814

April 18, 1973

Mrs. Dorothy Ross
920 E. 3rd St.
Bandon, Oregon 97411

Dear Mrs. Ross:

Thank you for bringing to my attention your problem with access to Highway 101 in the City of Bandon.

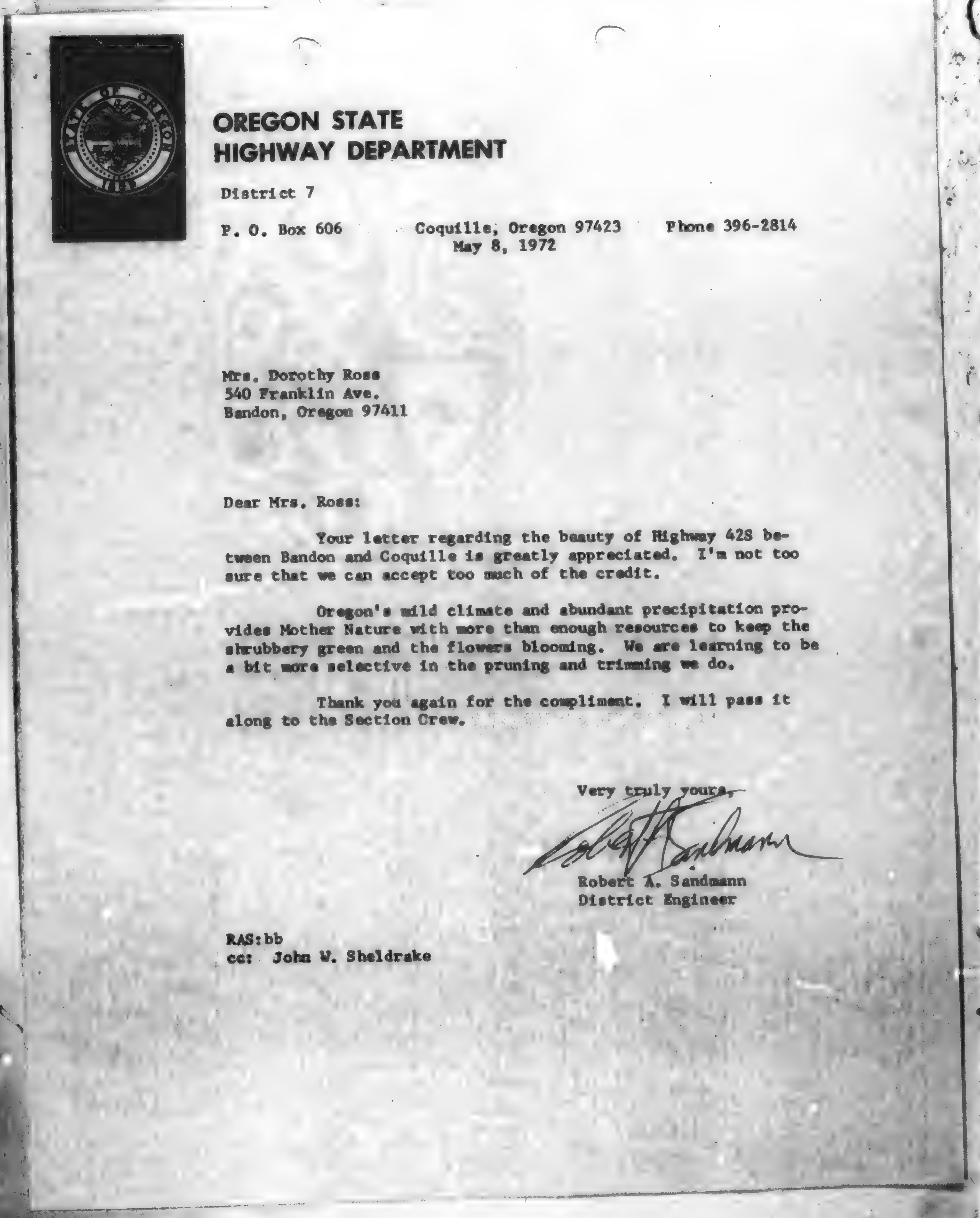
The locations for traffic lights that you have suggested will be investigated to determine if they meet the criteria for signalization.

As soon as the investigation is complete and a determination made you will be advised of the results.

Your interest in highway safety is commendable and greatly appreciated.

Robert A. Sandmann
District Engineer

RAS:bb
cc: City of Bandon
A. Shirley, Jr.



OREGON STATE
HIGHWAY DEPARTMENT

District 7

P. O. Box 606 Coquille, Oregon 97423 Phone 396-2814

May 8, 1972

Mrs. Dorothy Ross
540 Franklin Ave.
Bandon, Oregon 97411

Dear Mrs. Ross:

Your letter regarding the beauty of Highway 42S between Bandon and Coquille is greatly appreciated. I'm not too sure that we can accept too much of the credit.

Oregon's mild climate and abundant precipitation provides Mother Nature with more than enough resources to keep the shrubbery green and the flowers blooming. We are learning to be a bit more selective in the pruning and trimming we do.

Thank you again for the compliment. I will pass it along to the Section Crew.

Very truly yours,

Robert A. Sandmann
District Engineer

RAS:bb
cc: John W. Sheldrake

8672

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L. C. Titus
P. O. Box 304
Bandon, Oregon 97411

Highway Committee
P. O. Box 67
Bandon, Oregon 97411

It seems to me the need for traffic lights at 11th & 101, Highway 101 & 42 S, has already been established. Yet the so called Highway Engineers tell us we have to have more accidents, injurys, and deaths to get the lights. Must be some really intelligent people in Salem.

I always thought an engineer was a person whom could figure these needs out (not need a picture). But maybe there aren't any engineers in the highway department.

In driving Highway 101 at 11th Street or 11th Street onto highway 101. If there are any trucks or campers parked at the curb it is purely Russian Roulett. Just say a prayer and hang on, for you can not see the reaffic in either direction. At 101 & 42 S the situation is just as deadly. Of course this situation worsens during the tourist season.

Though our highway department doesn't mind spending two and three hundred thousand of our dollars to make this matter worse. Perhaps when a few of these tourist are involved in some of these accidents the Highway department will take need.

$30,000 a light isn't much money to spend compared to the cost of accidents, injurys, and death. It may be of interest to find out how much money insurance companys have paid out on these accidents already. I imagine it world be enough to buy several lights. It would seem to me if the smaller communitys can't get the services needed, we had better get some one a little more oreinted to our needs.

Leland Titus

8672

8

Coquille Valley Dairy Co-op
POST OFFICE BOX 515
BANDON, OREGON 97411

* BANDON * BY THE SEA * BANDON * BY THE SEA * BANDON * BY THE SEA * BANDON * BY THE SEA *

Highway Committee
P.O. Box 67
Bandon, Ore 97411

Dear Sirs.

I definattly feel a traffic Control light is needed at 11th St and Highway 101. although I still feel that a Yield sign is sufficient at 42S and Highway 101 but with the yield to be on 42S entering Bandon.

Thank you

Adams
mgr

* *
MAKERS OF HIGHEST QUALITY PRODUCTS -- BANDON S CHEDDAR CHEESE & BUTTER

8672

9

Bandon

Dear Sirs-

Yes, we are very much concerned about entering Hgw. 101 from 11th St, but there is some thing else that is very dangerous entering 101 in front of the real estate office. There is a yellow marking on the side walk - but so many different times we have been going into 101 - from 11th St and there has been some extra large truck parked that you could not see around, so it seems that for safety sake that yellow line marking should be further on the side walk (until we can get a control light)

Mrs Alvin Munck
860 Jackson Ave
Bandon, Ore

8672

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2640 Beach Loop Rd
Bandon, Oregon —

Highway Committee
P O Box 67
Bandon Oreg 97411

Gentlemen —

I wish to encourage you in endeavors to get a light at 101 and 11th St — Many times I've sat there in utter frustration awaiting a break in campers - logging - sawdust truck — misc tourist & locals to go by. No one ever stops. When I drive my truck perhaps I can bluff out a passenger car - otherwise there is no choice but to sit & fume —

Last year I waited 5 min then gave up - turned right and made a U Turn by the Vets office and got to my destination via the devious route —

Not too familiar with other situation - so you will have to get more support from others - there no doubt but what it is needed - or accident preventative if nothing else —

Good luck
Kay McLean

8672

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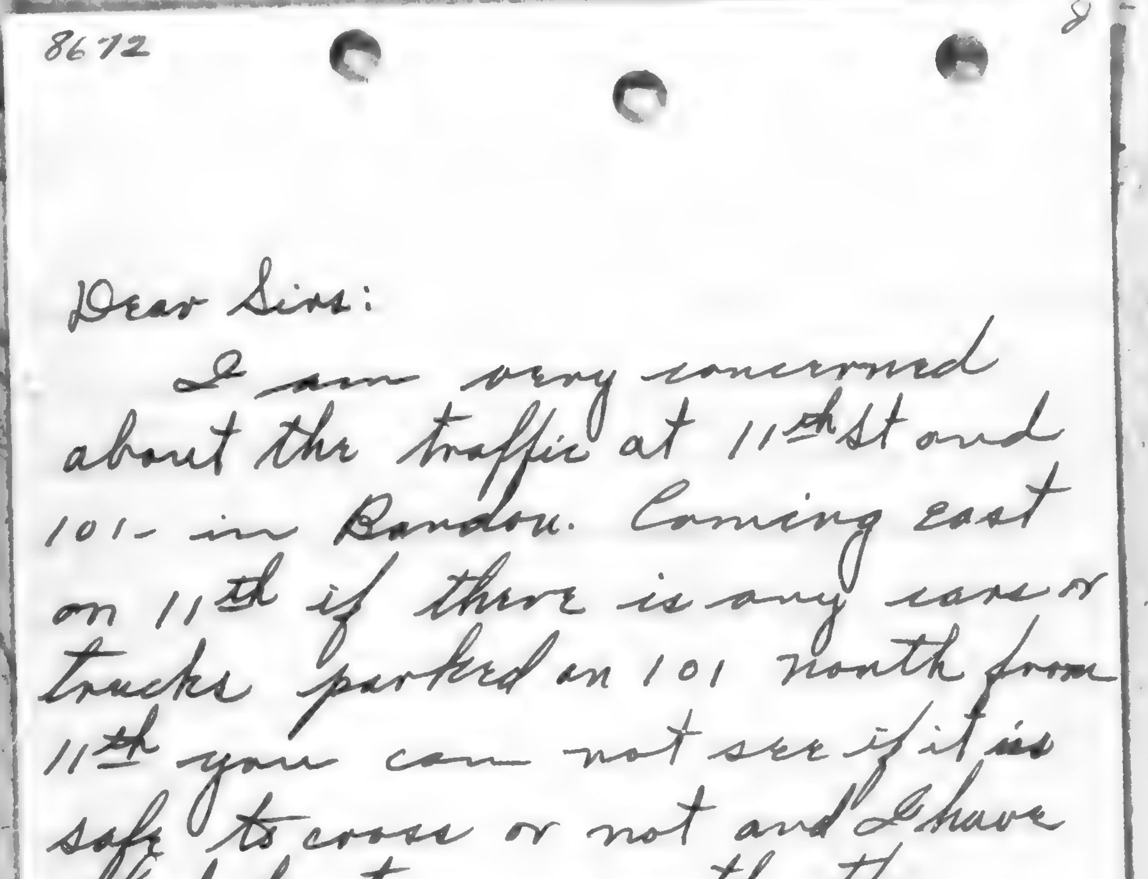
Dear Sir

I believe thre sho a need of a light at the Junction of Highways 42S and 101 For safty resons

Francis W Brown
Rt1 Box 1396
Bandon Oregon



8672

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Dear Sirs:

I am very concerned about the traffic at 11th St and 101 in Bandon. Coming east on 11th if there is any cars or trucks parked on 101 north from 11th you can not see if it is safe to cross or not and I have had to turn south then turn around on next corner to get across the street. Also have been four or five cars back waiting to turn or cross 101 on 11th about 10 months out of the year going west. To bad some thing can't be done about this before some one is killed!

Sincerely yours

Mrs. C. F. Simonsen
Box 327 Bandon, Ore.

8672 9

Highway Committee -

We need a stop light before someone is killed at this dangerous spot. After the Post Office is moved into that area it will be worse than ever. It doesn't make sense to take a chance on peoples lives. Give us a light. We Pay taxes too.

Mrs. Lowell Giles
Box 602
Bandon, Or. 97411

Oregon State
Highway Commission

Gentlemen:

Concerning the proposed traffic light at the junction of highway 101 and 11th street in Bandon, Oregon, I would like to bring to your attention some of the experiences I have had while crossing the highway at this point. I have on serveral occasions used my brake quite freely to avoid a collision with another vehicle, and on one occasion an on coming car ramed the side of my car, doing extensive damage to my car. The view at this intersection is frequently blocked, and since many of our friends from California seem to be illiterate and havn't figured out what that little sign with 35 written on it means, you take your life in your hands when you try to cross the highway at the 11th street junction. I have a daughter who cross'es the highway to and from school, and sense it is so difficult crossing the highway in a car, think of the difficulty a child faces when he or she must cross the highway in this area. We do provide a cross walk with a flashing amber light for the children durring school hours, but what about the rest of the day. The safty of our children alone should be enough to merit the installation of a traffic light at this intersection, after all gentlemen which would you rather do, install a light or bury your child.

Sincerely Yours,

Ida M. Quillen
Gen. Del.
Bandon, Oregon

Maxine Quillen

9672

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P. O. Box 494,
Bandon, Or. 97411

Highway Committee,
P. O. Box 67, Bandon, Or. 97411

Gentlemen:

Having lived for a good many years, until a short time ago, in downtown Bandon on the corner of Highway 101 & Elmira St. I have seen the increase of travel each year.

I have watched in horror any number of times as older people have waited along the highway, for a few blocks, waiting for a break in traffic and then when it did appear safe to cross they would hurry to cross and often times cars, etc would begin coming and they would many times have to "run for their life".

The same thing has happened in the area of 11th St. And to drive across in either of these areas, is in the summer months, ~~is~~ taking a chance.

Now I definitely feel that a traffic light installed at both 11th St. and at the intersection of 101 & 42 would break the constant flow of traffic from both directions and give people a safer chance to cross.

Thanking you for your consideration,
I am
Respectfully,
Edith P. Gallier

8672

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Notice

Highway Committee:

We live on Jackson ave., so we use Eleventh (11th) st., a lot and have had many "Close Shaves" on 11th & Highway 101, sometimes it seems "forever" before a person can cross the street, We don't even try to turn left when (going east).

So a light would solve the problem.

We hope the city is going to convince the people at the the Highway dept., in Salem that we need the traffic lights.

Sincerely

Mr. & Mrs. Hugo Ranta
720 Jackson
(property owners)

8672

Oregon State
Highway Commission

Gentleman:

I would greatly appreciate it if you would give some consideration to the establishment of a traffic control light at the junction of 11th street and highway 101 in Bandon, Oregon. This area of the highway is used as an access by our local school. The children that live close to the schools, cross the highway in the general area of 11th street twice a day, and our local school buses use 11th street as an access road to the highway. The Bandon business district is rapidly expanding in the vicinity of 11th street. We have a new bank on the corner of 11th street and highway 101, and have projected plans for a new Post office to be built behind the new bank. These two new services by themselves will increase the traffic flow on and off the highway tremendously. Crossing the highway now is a risky affair, and without some kind of control (hopefully a traffic light) its going to get a lot worse.

I appreciate the time and effort you gentlemen put forth in your job, and I hope something I might have said will influence you to act favorable on this matter.

Sincerely Yours,

Jerry Quillen

Jerry Quillen
Box 1145
Bandon, Oregon

8672

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Oregon State
Highway Commission

Gentlemen:

Would you please consider putting a traffic control light at the junction of highway 101 and 11th street in Bandon, Oregon. My daughter crosses the highway in this area at least twice a day, and has on many occasions told me of the difficulty she has experienced crossing the highway on her way to school. The flow of traffic on this section of highway is heavy durring the time the children are going to and from school, and I believe a traffic light in this area would help our children to safely cross the highway.

Thank you for your consideration of this problem. I an sure that any decision you make will be in the best interest of the Bandon taxpayer's.

Sincerely Yours,

Sheridan Quillen
Gen. Del.
Bandon, Oregon

Sheridan Quillen

8672 Oregon Coast Hwy. @ 11th 1978
St. in Bandon
(Traffic signal installation) #1

8672 Oregon Coast Hwy. @ 11th 197
St. in Bandon
(Traffic signal installation) #1

8672

9

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 25, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Installation
City of Bandon Delegation

Recently the City of Bandon contacted the Highway Division requesting a traffic signal installation at the intersection of 11th Avenue and US101 in Bandon and also a flashing beacon at the junction of US101 and ORE42S. An analysis of the traffic data at each of these locations indicated that a traffic signal was marginally warranted at the intersection of 11th Avenue and US101, and that the traffic safety value of a flashing beacon at the highway junction was questionable.

In January 1972, the Commission adopted the warrants in the National Manual on Uniform Traffic Control Devices for Streets and Highways as warrants to cover the installation of traffic control devices in Oregon. Also, to provide an orderly approach for the multitude of requests received for signal installations, on October 30, 1974, the Commission approved a prioritizing method to establish an installation program.

Based on the adopted warrants, the 11th Avenue intersection was placed on the statewide traffic signal priority listing. This location, since it was only marginally warranted, has 29 intersections ahead of it on the priority listing with a total dollar aggregate of $930,000. The total estimated cost of all the traffic signal installations on the prioritized listing is $1,500,000. As you know, $2,000,000 was included in the forthcoming biennium budget for traffic signal installations. All these funds had to be deleted because of budgetary limitations. Therefore, the installation at Bandon cannot be accomplished for some time and the City has been so advised.

The City of Bandon has requested a formal appearance before the Transportation Commission to present data concerning their request for traffic control devices at the two locations mentioned above.

A review of current traffic conditions at the intersection of US101 and ORE42S has been completed. Initially, US101 was terminated at the present intersection on a temporary basis. Because US101 is a primary route and is normally the major highway at most of its junction points, US101 traffic does not expect to yield right-of-way as is presently required. This "surprise element" is reflected in the accident history. It is desirable to provide traffic control in the form of a flashing beacon at this intersection to remove existing traffic conflicts. The flashing beacon will be installed within the next two months. It is recommended that the delegation be advised of this and also that the installation and maintenance will be at no charge to the City.

bc: C. W. Head
A. E. Johnson
L. E. George
V. E. Skoog
Jack Graham
George Baldwin
R. L. Schroeder
Don Harwell
Gary Sund
Alfred Shirley, Jr.

LEG:pb srb

STATE OF OREGON 1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

Ben
2/24

February 11, 1975

Mr. Gordon Texley, Chairman
Bandon Highway Committee
City of Bandon
P. O. Box 67
Bandon, OR 97411

Dear Mr. Texley:

This is in response to your request of February 10 for an appearance before the Oregon Transportation Commission concerning installation of traffic signals in your City.

The next Commission meeting is set for Wednesday, February 26, in Room 122 (Conference Room) of the State Highway Building in Salem.

NOTED
F. B. KLABOE

We have reserved for you, and others who may wish to appear with you, the usual allocation of 15 minutes of time beginning at 10:30 a.m.

Very truly yours,

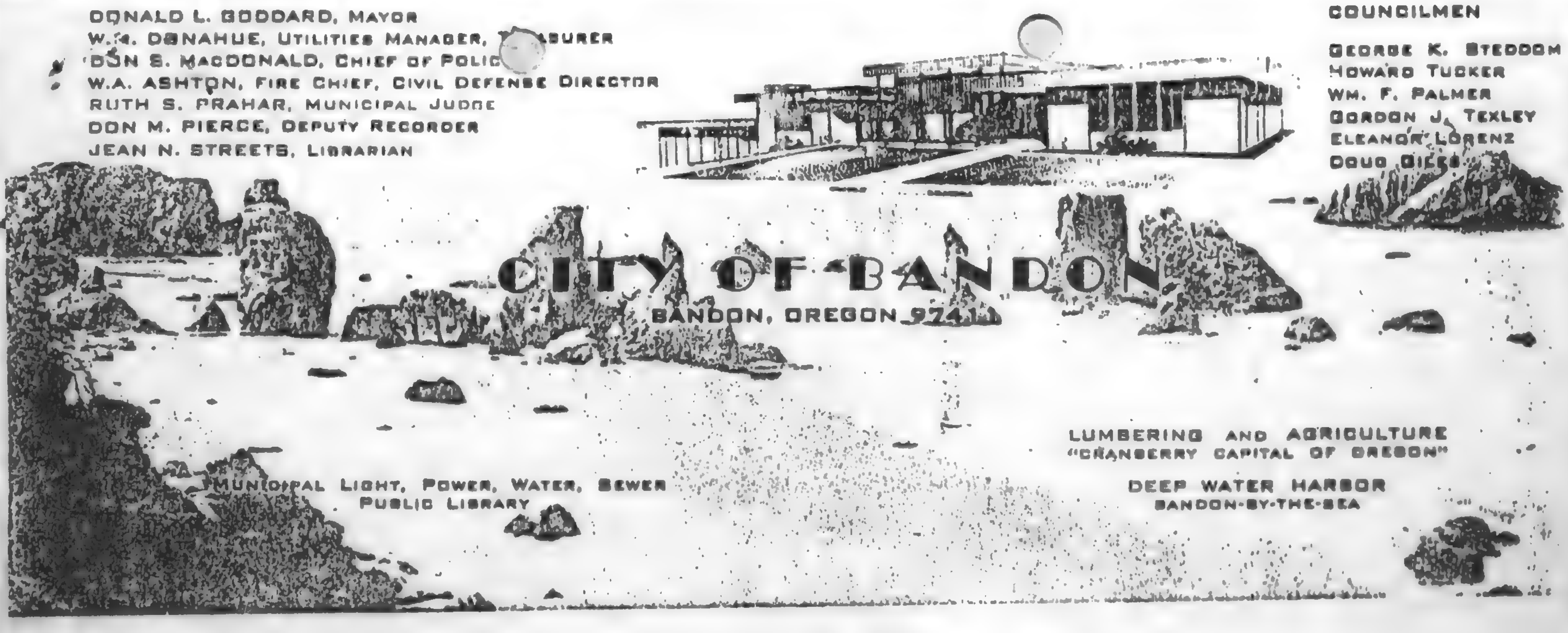
ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Transportation Commission
George Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
L. E. George

Schroeder - Please put
Rozzetta the agenda
about 10 am.
J



DONALD L. GODDARD, MAYOR
W.H. DONAHUE, UTILITIES MANAGER, TREASURER
DON S. MACDONALD, CHIEF OF POLICE
W.A. ASHTON, FIRE CHIEF, CIVIL DEFENSE DIRECTOR
RUTH S. PRAHAR, MUNICIPAL JUDGE
DON M. PIERCE, DEPUTY RECORDER
JEAN N. STREETS, LIBRARIAN

COUNCILMEN

GEORGE K. STEDDOM
HOWARD TUCKER
WM. F. PALMER
GORDON J. TEXLEY
ELEANOR LORENZ
DOUG GIESE

CITY OF BANDON
BANDON, OREGON 97411

MUNICIPAL LIGHT, POWER, WATER, SEWER
PUBLIC LIBRARY

LUMBERING AND AGRICULTURE
"CRANBERRY CAPITAL OF OREGON"

DEEP WATER HARBOR
BANDON-BY-THE-SEA

February 10, 1975

State Highway Division
121 State Highway Building
Salem, Oregon 97310

Attention: Mr. Head

Dear Sirs:

The Highway Committee of the City of Bandon hereby requests to be placed on the agenda for your meeting of February 26, 1975.

The subject they wish to discuss with the commission is installation of traffic lights in the City of Bandon.

Thank you for your attention to this matter.

Sincerely,

Gordon Texley

Gordon Texley, Chairman
Bandon Highway Committee

GT/et

RECEIVED
FEB 11 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

8672

9

TRA 7

January 27, 1975

Mr. W. M. Donahue
Manager of Utilities
City of Bandon
Bandon, OR 97411

970-5

Dear Mr. Donahue:

This will acknowledge your letter dated January 16, 1975, concerning the intersections of US101 with 11th Street and US101 with ORE42S.

Enclosed are manual counts of the above named intersections as promised you by Mr. Osborn of this office. Perhaps after completion of the new bank, post office, liquor store and other proposed establishments, traffic volume may increase resulting in satisfaction of more warrants and establishing a higher priority on the Statewide Traffic Signal Priority List.

The intersection of 11th Street with US101 is currently No. 41 on the Statewide Traffic Signal Priority List and the total estimated cost of the forty projects preceeding is $1,283,000.00. Intersections are ranked by assigning weighted values to certain traffic conditions. The Accident Warrant applies if an intersection has had five or more accidents in a 12-month period that could have been prevented by signalization, a weight of 35. The Minimum Vehicular Volume Warrant applies where the volume of intersecting traffic is the principal reason for consideration of signal installation, based on an 8-hour period for an average day, a weight of 25. The Interruption of Continuous Traffic Warrant applies to operating conditions where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay in entering or crossing the major street, based on an 8-hour period for an average day, a weight of 10. As stated previously, this intersection meets only the Interruption of Continuous Traffic Warrant.

RECEIVED
STATE HWY ENGR
JAN 30 '75
REFER TO
FOR

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R. L. [illegible]

In the interim, it is our recommendation that parking be removed on both sides of US101, which is 64 feet between curbs in the area between 7th Street and 13th Street, in order to accommodate an additional center lane for left turns and to increase the sight distance for vehicles entering the highway from the side streets and access points. The Highway Division would perform all striping changes and parking prohibition signing and assume all costs. It is felt the addition of a continuous left-turn lane would reduce the potential of rear-end accidents caused by a vehicle waiting to make a left turn. A parking prohibition resolution approved by the City Council would be required on behalf of the City.

The intersection of US101 and ORE42S was restudied to determine the feasibility of installing a flashing beacon. The City's request for a flashing red indication facing westbound ORE42S traffic onto US101 does not appear practical as Oregon law states that all left-turning vehicles must yield to oncoming traffic. The installation of a green left-turn arrow for northbound US101 traffic would not be permitted unless the intersection were signalized.

Based on these facts and on the traffic volumes as shown on the enclosed manual count, it is recommended that the present traffic control be maintained at this time.

By a copy of this letter, I am asking Mr. B. E. Brown, District Engineer, to arrange for ordering and installation of an interior illuminated "YIELD TO ONCOMING TRAFFIC" sign to replace the existing sign facing northbound US101 traffic.

If you have any further questions concerning these matters, please call upon this office.

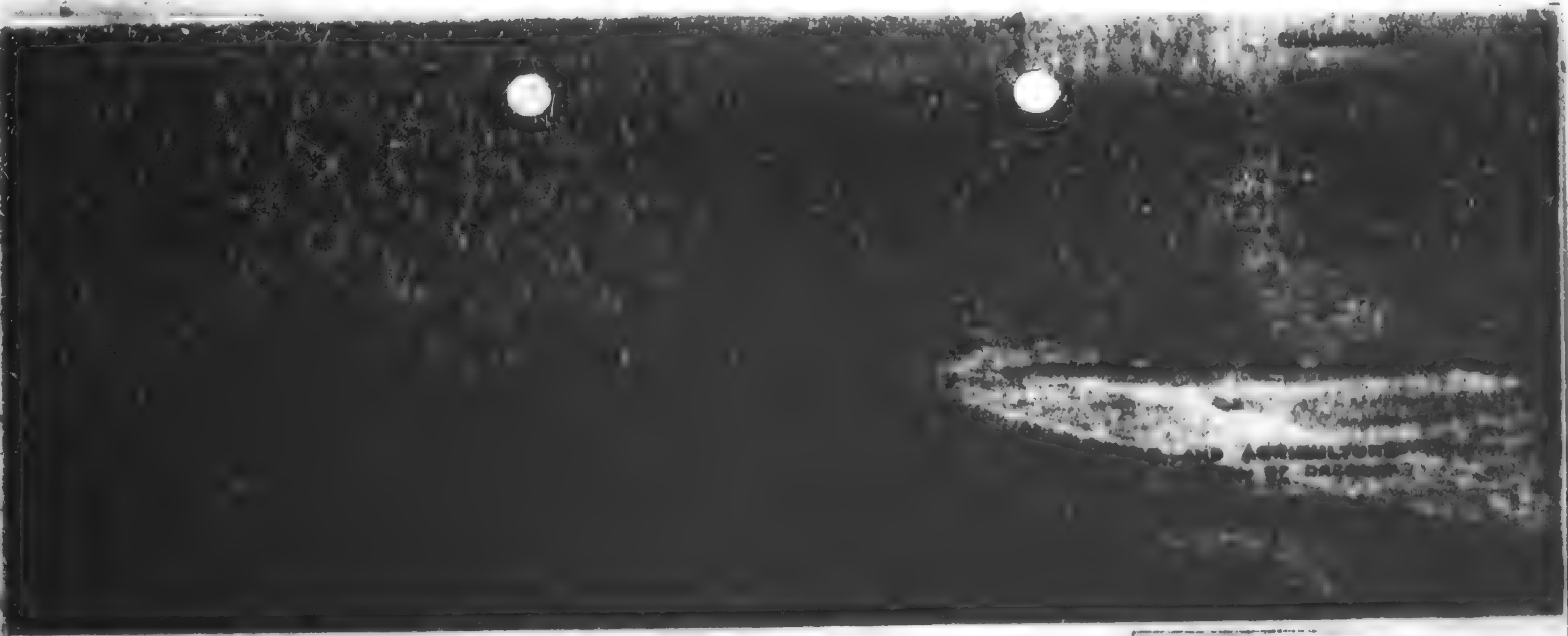
Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

AS/KDO/dt
Enclosures

cc: L. E. George
B. E. Brown
cc: R.L. Schroeder



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JAN 2 1975

REF Schroeder

FOR

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January 16, 1975

Kipp Osborn, Regional Traffic Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Osborn,

For your information, I am enclosing a copy of my 1974 correspondence file with the highway division. In particular, will you please read with care the letter dated July 3, 1974, and the answer to that by Mr. R. L. Schroeder dated July 15, 1974, which I took as a very inadequate answer.

As hinted in that letter, we are having some growing pains. The new bank at the corner of 11th Street is now completed. I am informed that construction is expected to start on the new post office in April of this year. One office building has been completed, another is being planned, plus an auto paint shop is in the planning on East 11th Street. Several new homes are also being constructed in the neighborhood.

We are all very concerned about the safety of our citizens, young, old and all between. We are insisting that some very effective action be taken to assure the safety of everyone who uses the highway in any way.

West of the highway, as you may know, lies half of our residential population, most of our public school system (except the 1st & 2nd grades, which will be there in the very near future), and a low income, elderly housing project of 32 units. These elderly people must cross the highway to get groceries, and soon to get to the post office, or to get to the banks, city hall, drug store, clothing store, etc. Two people who live on the west side are in wheel chairs and must be pushed across the highway twice in order to enjoy a visit to any store.

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1-22-75

Out this way also lies the ocean which attracts many people who use the 11th Street route to get to the beaches and parks.

*The third paragraph brings up the possibility of left turn lanes, elimination of parking and possibly a simple intersection control beacon plus reduced speed through the area as possible solutions if a traffic light in not warranted or desireable. You are the engineers and it was my thought that I might also have gotten an answer as to the practicability of such an approach to the problem.

We have a larger share of elderly retirees than the state, county or other cities in Coos County have. The 55 - 64 age group increased by 69% from 1960 to 1970 while the over 64 age group increased by 83% in the same period. The only other age group to show an increase in the same period was the 15 - 24 age group. All others had a decline. What has this to do with traffic control? Only that many of the older ones do not have an auto and find it mandatory to cross the highway repeatedly for their many needs, and this they do on foot. Some who drive are no longer as fast reacting as they once were and need all the assistance we can give them in getting around without undue stress. True, one could rule them off the roads, but they have put in their life's work and deserve to enjoy whatever time they have as self sufficient as we can help them to be and as safe as we can make it for them: after all it is only a matter of a few trips of this world around the sun and barring accidents there are we also.

The whole point of this digression is that there must be something that can be done besides saying "no, we can't put up a light," or "we don't think you have a problem." If you believe that, I am sure the people here will convince you otherwise because they feel very strong on this issue. It will not go away without some concrete action of some kind. We look to you for help in finding a suitable solution and this discussion does include the 42 - 101 intersection also.

I have tried to stick to facts, but being human, some feelins have crept in and I hope you will forgive that. However, perhaps now, after the meeting you attended in lieu of Mr. Shirley who was in lieu of Mr. Schroeder, the lines of communications will hopefully open up and a solution can be worked toward and achieved.

Sincerely,

CITY OF BANDON

W. M. Donahue

W. M. Donahue
Manager of Utilities

WMD/et

* My letter, July 3, 1974

Copies to: Oregon State Highway Division
Bill Brown, District Engineer
P.O. Box 1265
Coos Bay, Oregon 97420

Oregon State Highway Division
Alfred Shirley, Jr., Regional Engineer
Roseburg, Oregon 97470

R. L. Schroeder
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

Glenn L. Jackson, Commissioner
% Pacific Power & Light Co.
Medford, Oregon 97501

December 10, 1974

Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley, Jr:

Thank you for your reply to our request for a meeting with you.

We shall expect you on January 15, 1975. Our meeting begins at 7:00 P.M.

Sincerely yours,

CITY OF BANDON

W. R. Donahue
Manager of Utilities

WRD/st

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

FILE: TRA 7

December 6, 1974

Mr. W. M. Donahue
Manager of Utilities
City of Bandon
Bandon, OR 97411

Dear Mr. Donahue:

I have received a copy of R. L. Schroeder's letter to you concerning your traffic problem in Bandon.

We will be glad to meet with you on your third Wednesday night meeting in January, January 15, if that is suitable for you. This is the earliest we can arrange to meet at your regular council meeting.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw

cc B. E. Brown

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 2, 1974

Mr. W. M. Donahue
Manager of Utilities
City of Bandon
Bandon, Oregon 97411

Dear Mr. Donahue:

I am replying to your letter of November 27 requesting a meeting with Highway Division personnel to discuss your traffic problem in Bandon.

By a copy of this letter I am asking our Regional Engineer, Mr. Alfred Shirley, to contact you. Depending on Mr. Shirley's schedule, I am quite certain he will be in touch with you within the next week.

If I can be of any further assistance, please let me know.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

September 19, 1974

Oregon State Highway Division
Coquille
Oregon 97423

Attention: Bill Brown

Dear Bill,

We would like a pedestrian crossing and warning signs near the 5th Street entrance and across to Oregon Avenue.

We have quite a lot of foot traffic crossing at this point, many of whom are students, and would appreciate it very much if this can be done.

Sincerely yours,

CITY OF BANDON

W. M. Donahue
Manager of Utilities

WMD/et

cc: Bob Stolz, Principal-Bandon High School
Otis Murray, Superintendent-School District #54

8672

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Bandon, Oregon
Western World
(Cir. W 1,842)

JAN 2 3 1975

Allen's P.C.B. Est. 1888

Traffic Light Committee Seeks Testimonials

Written testimonials concerning the need for traffic control in the vicinity of 11th and Higway 101 or the junction of 101 and 42, are urgently being sought by the committee which was appointed by Mayor Don Goddard following last Wednesday's meeting with state highway officials.

''We are trying to gather as much information and personal-experience data as possible which we can present to the State Highway Commission,'' said councilman Gordon Texley, who is spearheading the committee.

''What we need to know is how many people in the area have had 'close-calls' . . . and what you feel some of the major problems are,'' he added.

Letters may be addressed to the Bandon Highway Committee, P. O. Box 67, Bandon, Oregon.

Other members of the committee who attended a meeting Tuesday noon at Lloyd's were Otis K. Murray, Mary Harris, Eddie Waldrop, and city manager Bill Donahue.

''Highway safety has been the big push in recent years, but you wouldn't know it with the trouble we're experiencing in obtaining a light,'' said one member of the committee.

''The more help we can get from the townspeople, the stronger our case will be when we meet with the Highway Commission,'' said Texley, who added that the city was particularly gratified with the big turnout at last week's meeting.

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R. L. SCHROEDER

1-23-75

Bandon, Oregon
Western World
(Cir. W 1,842)

JAN 23 1975

Allen's P. C. B. *Est. 1888*

Let's Cut The Red Tape

To the Editor:

In my opinion the State Highway Commission insulted the City Council and the Bandon area citizens by sending low level men who lacked facts and the power of decision to the City Council meeting for discussions on Bandon's traffic light problem.

I believe the fever of the meeting indicated the citizens could be on the verge of taking real militaristic action similar to that reminiscent of war protest days and the action of the black militants. Maybe that is the way to go. It does seem to cut a lot of red tape in a hurry.

TOM PHELAN
Rt. 1 Box 2070
Bandon, Ore. 97411

RECEIVED
FEB 11 1975

NOTED
R. L. SCHROEDER

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Klaboe

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: TRA 16

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 20, 1975

FROM: Kipp D. Osborn
KIPP D. OSBORN
Regional Traffic Engineer

SUBJECT: Bandon City Council Meeting
Traffic Signal Request
US101 and 11th Street
Bandon

TO: MEMO TO THE FILE

The subject meeting was attended by Bill Brown, District Engineer, and the writer on the evening of January 15, 1975. There were approximately 200 people in attendance in addition to the members of the City Council, which included Mayor Donald L. Goddard and Utilities Manager-Treasurer W. M. Donahue.

Mayor Goddard opened the meeting with a short history outlining the denials for traffic signal requests by the State Highway Division for the intersections of US101 with 11th Street and the junction of US101 with ORE42S. The writer then explained the various signal warrants and the placement of proposed traffic signals on the statewide Signal Priority Listing. It was stated that the Accident Warrant had a weighted value of 35 points, the Minimum Vehicular Volume Warrant a weighted value of 25 points and the Interruption of Continuous Traffic Warrant a weighted value of 10 points. It was then explained that manual counts were taken during the peak of the tourist season in July of 1974, as requested by the City, at the intersections of US101 with 11th Street and the junction of US101 with ORE42S. It was stated that none of the warrants were met at the intersection of US101 with ORE42S and that only the Interruption of Continuous Traffic Warrant was met at the intersection of US101 with 11th Street. It was then explained that the latter intersection had been added to the statewide Signal Priority Listing with a weighted value of 10 and could be considered only when funds become available.

NOTED
E. S. HUNTER
cc Wolfe

At this time, the audience, which soon proved to be rather emotional and hostile, began asking questions. Among the questions asked was: Were the two signals in Myrtle Point and the new signal at Spring Creek Drive in Santa Clara warranted? Mr. Donahue stated he would like copies of volume data and warrant comparison sheets for those intersections. Many other questions were asked, including signal cost and some people proposed that the City of Bandon pay the cost if the State Highway Division would not.

I explained that the City of Bandon was competing with the rest of the State and that proposed signals with weighted values of 35 points were not being funded at this time. None of the answers given during the evening seemed to satisfy the audience.

NOTED
F. B. KLABOE

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Bill Brown explained that over half of the seven million dollars allocated for the six-year program in Coos and Curry Counties would be utilized by contracts scheduled for letting this summer. He also stated that if the COG had established the 11th Street signal as a high priority, it could have been funded as a bond project. The City was not aware of this fact and stated that the Highway Division did not indicate that signals were acceptable bond projects by the guidelines given them.

Also discussed was the possibility of a bypass. There was much disagreement by the group concerning this matter. Attached is correspondence given the writer by a member of the audience.

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Complaints were also registered concerning parking along US101. I indicated that the Highway Division would welcome any parking prohibition that the City requested.

Also requested was the installation of a flashing beacon at the junction of US101 and ORE42S stopping traffic entering US101 from ORE42S. I stated we would investigate this possibility.

It was finally decided by the group that a delegation be formed to take the request for signalization of 11th Street directly to the Highway Commission.

KDO/dt
Attachment

cc: F. B. Klaboe ✓
L. E. George
L. W. Rulien

George Welch

Bandon Oregon
January 15 1975

Background on the 101 Highway through Bandon.

When this highway was graveled and made into an year around road, in 1924 it was just a link between the small towns~~/~~scattered along the coast. At that time no more than 5% of the traffic was going further than the next town.

At that time all the big trucks were still on hard rubber and was limited to about 15 miles per hour., consequently, we had no long haul trucks of any kind. With the coming of the pneumatic truck tire, more trucks were hauling longer distances and the small towns along the highway was having trafic problems. But the store-keepers and the Chamber of commerce were sure that if the through trafic was taken out of town the town would dry up and blow away.

This was the general feeling of the city fathers and the local chamber of commerce. While the peopeople living in these same small towns felt that a highway bypass would be good for the towns by-passed.

After the new piece of highway was built from Davis slough, south to Bandon, plans were made to build another piece of road south in the east side of town (Bandon) when this was mentioned it caused almost instant pressure from the Mayor and the Chamber of Commerce against the building of this piece of highway. With telegrams and phone calls to the Governer and Coos county's representatives in the State legislator. This small but vocal minority was able to block the building of this piece of highway by-passing Bandon.

After the Legislator passed the state bond issue to give the people more and better roads, the Coos-Curry Council of Government, (CCCOG) suggested this this piece of highway conscruction as an improvement of Highway 101 at Bandon.

----More----

George Welch

Bandon Oregon
January 15, 1975

Pressure was brought to bear on the CCCOG and this project was droped from the agenda. The City then put a ballot with each water and light bill sent out the first week in December, 1973, the official return from 371 ballots marked was; in favor of the by-pass, 221 against, 150 this being a 68% margin in favor of the Bandon by-pass. I am also inclosing a Xerox copy of the front page of the Western World, reporting the vote.

After the ballots were in, the Mayor and the city fathers felt that they knew better what was needed in Bandon than the people living in this town and continued to work against the by-pass.

While traffic lights would nodoubt make it more convinient for both cars and pedestrians in down town Bandon, it would be just one more light on our highway that would bring all traffic to a halt every three or four minutes 24 hours each day. We have far too-many lights between Brookings and Astora now.

Some of the people who want these traffic lights are of the opinion that if Bandon gets these traffic lights, it will stop the agitation for the by-pass and solve this problem for all time.

----End----

George Welch

appraisal of city insurance. pur- ue told them that had been order- ed Marineau Ap- oos Bay.

request for gravel Avenue and 12th suggested city for le nearby for the nts since the street ently cut down and soft

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high school grad- irements for BHS nose on the com- ch is headed by re- intendent Roland I. parents, business d members, school d a student repre- Among the steering members are Rob- principal of Bandon McCreery, BHS Dr Ron Olson, car- list, Coos Intermed- ation District, Paul principal of Harbor ior High; Linda Mil- r, Harbor Lights; principal, Bandon schools, Emma Ocean Crest teacher. Swenson and C E parents; Mary Pettitt Moody, represent- andon School Board; miny, student repre- from BHS, and BHS Ruth Prahar, Dick Francis Stadelman recchini.

Concert Wednesday

Vocal music students from the Bandon schools will join for their Wednesday night, Dec 19 to present their annual Christmas Choral Concert, under the directions of Bob Walters, the district's vocal music teacher.

The choirs from each of the four schools will sing separately and will then blend their voices in singing three selections. Some 400 to 500 students are expected to take part.

Cause Outages

Strong winds, which reportedly reached 50 to 60 miles an hour between 1:30 and 2 a.m. Tuesday morning, caused several power outages in the City of Bandon system, reports City Manager Bill Donahue.

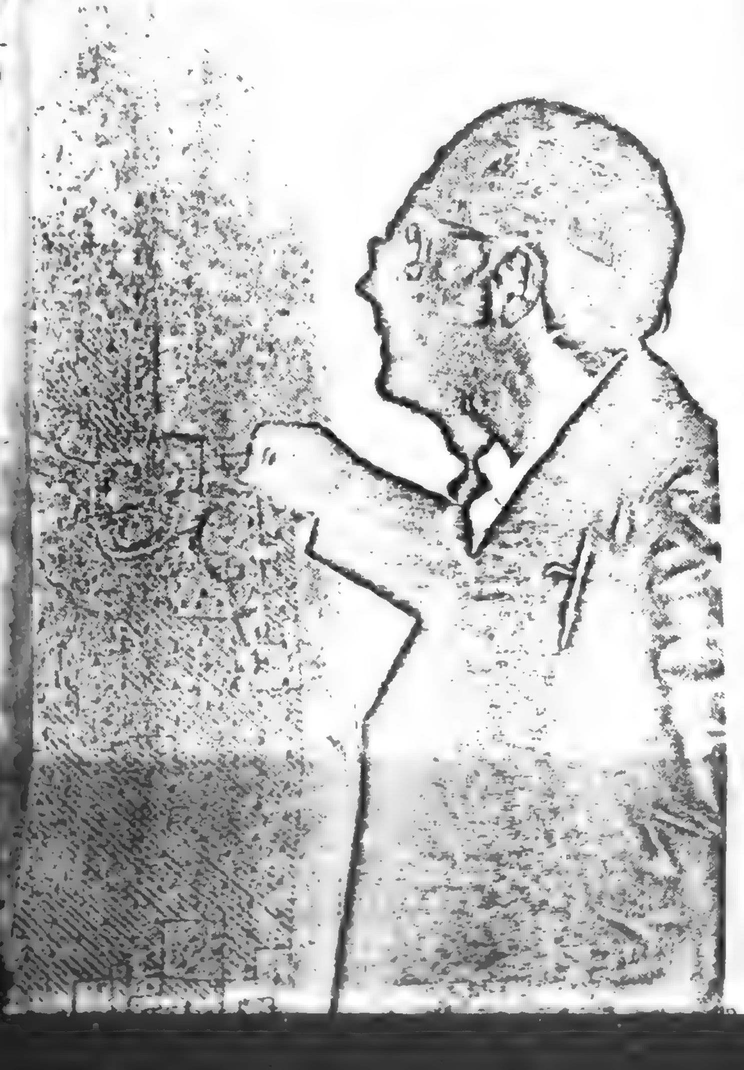
A tree knocked a line out in the Dew Valley area about 1:30 a.m., with power restored at 5:30 a.m.

In the meantime, the city hydro-electric crews had been called to Langlois where a Coos-Curry Electric neutral wire had fallen on the city's line at Langlois.

Donahue explained that the Coos-Curry lines cross over the top of the city's at the Langlois Trailer Park.

"It knocked out power in all of Langlois and north to Zuppe's ranch at Bethel Creek," he said, with the outage occurring at 1:30, and power restored about 5 a.m.

pps On Display



value the dollar more than peoples lives, health and comfort. As it is now, it creates a bottleneck and inconvenience to get onto 101 . . . also hazardous to the school crossing which should (in my opinion) concern all."

"This proposal will, if supported, certainly alleviate the congestion in downtown Bandon. This in itself will certainly cut down the odds of having a traffic accident with the high speed through traffic. The highway will also cut that ever-dangerous 101-42S intersection, if they provide an over and underpass."

"Good idea. Other towns that thought a by-pass would hurt business found out after it happened they had better business than before."

"I fully support the by-pass cause at times its hard to cross the highway with all the traffic."

"I think business will be better. It will dispense with all traffic that has no intention of stopping anyhow. The California towns we've heard about do much better business by-passed."

"What the state wants, they will do anyhow, so might as well agree."

"Three questions to you: (1) Ever tried crossing 101 on foot downtown? (2) Ever watched out-of-town drivers zip past that school crossing uptown? (3) Why all of this catering to tourists? Do they pay taxes as we do to preserve our beautiful town for those of us who live here?"

"I would also like to see stop lights on high school street, 11th Ave., cut down on speed in town, 30 MPH, we also need the tourists' trade."

"Dangerous intersections will be avoided. Statistics show the community does not lose."

"Anticipate large increase in coastal traffic during next 10 years."

"It has been definitely proved in other areas that traffic congestion, noise, lack of parking, etc. etc., will hurt business much more than when such annoyances are diverted. You do not 'sandbag' business by running them by your door."

"We wish to see either a by-pass or at least two stop lights in Bandon to take care of summer traffic."

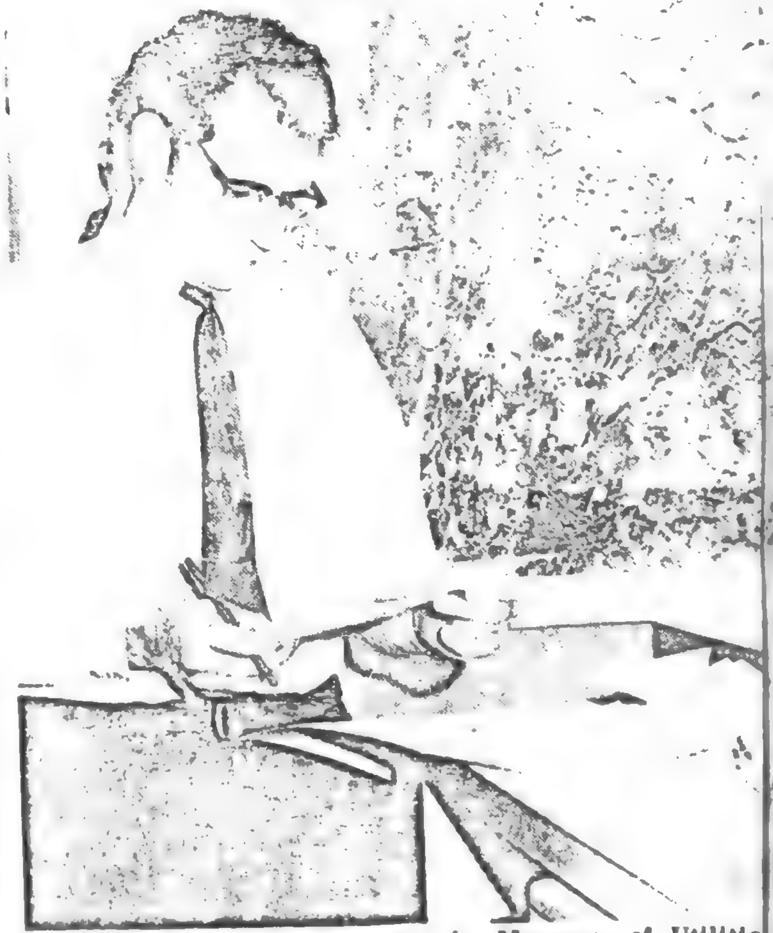
"The by-pass is to be close enough to the city streets so as not to affect the tourist use of the city conveniences, while it still will not split the town in half, making Bandon a safer, quieter, and more enjoyable town for our parades, festivals, etc., and easier for the use of the city hall, library, new post office and new bank without crossing the highway two times."

AGAINST BY-PASS

Among the arguments against the by-pass were:

"If you think one death would result from not having the by-pass, then we would have to have it. But how can one really tell. We have bad accidents on the state highways, too. As I was on state highway 5 recently I noticed it by-passed everything and they needed expensive rest stations (isolated) every so often to relieve boredom that causes accidents. I believe 101 should by-pass large towns and cities and at regular intervals use the small towns as rest stations. The town should be designated as the rest station by signs ahead and one or two stop lights in town

City Manager Counts Ballots



SCANNING through the survey forms which have been returned to the city this week is Manager of Utilitie Donahue.

Gail Lorenz Wins Annual Soroptimist Youth Award

Gail Lorenz, a senior at Bandon High School and the daughter of Mrs. Eleanor Lorenz and the late Carl Lorenz, was selected to receive the annual Bandon Area Soroptimist Club's Youth Citizenship Award by a panel of three judges.

Other students competing for the award were Janis Brown, a senior at BHS and the daughter of Mr. and Mrs. Frank Brown, and Pacific High School senior Janis Petok, daughter of Mr. and Mrs. Tom Petok of Port Orford.

The award is based on the merit and worth of the applicant, based on service, dependability, leadership and a clear sense of purpose.

Judges were the Rev. Larry Rorem, pastor of Zion Lutheran Church, Port Orford; the Rev. John Slivkoff, pastor of the Pacific Community Church, and Paul McCartt, principal of Harbor Lights Junior High School.

VERY ACTIVE

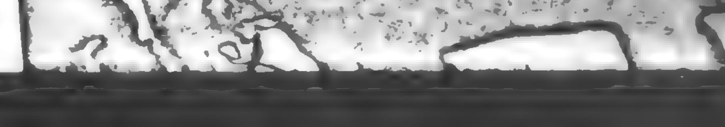
A native of Bandon, Miss Lorenz has been active in church, civic, school and community affairs.

She presently serves as treasurer of the Bandon High School studentbody, as well as the BHS band; she has been a member of the National Honor Society for the past two years, was voted the outstanding sophomore student two years ago, and is past honored Jobs Daughters, Bethe

In addition to being ed part time at the Clinic, Gail takes part activities of St. John copal Church and has much time to helping the elderly and the ill.

Mrs. Lorenz is off ager of Southern Coos Hospital.

Gail will now com winners within the regi consists of Washington and Northern Califor the region finalist to a $1,000 cash award.



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parents, business
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Among the steering
members are Rob-
principal of Bandon
McCreery, BHS
Dr. Ron Olson, car-
ist, Coos Intermed
ation District, Paul
principal of Harbor
or High; Linda Mil-
r, Harbor Lights;
principal, Bandon
schools. Emma
Ocean Crest teacher,
Swenson and C. E.
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l Moody, represent-
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miny, student repre-
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Ruth Prahar, Dick
Francis Stadelman
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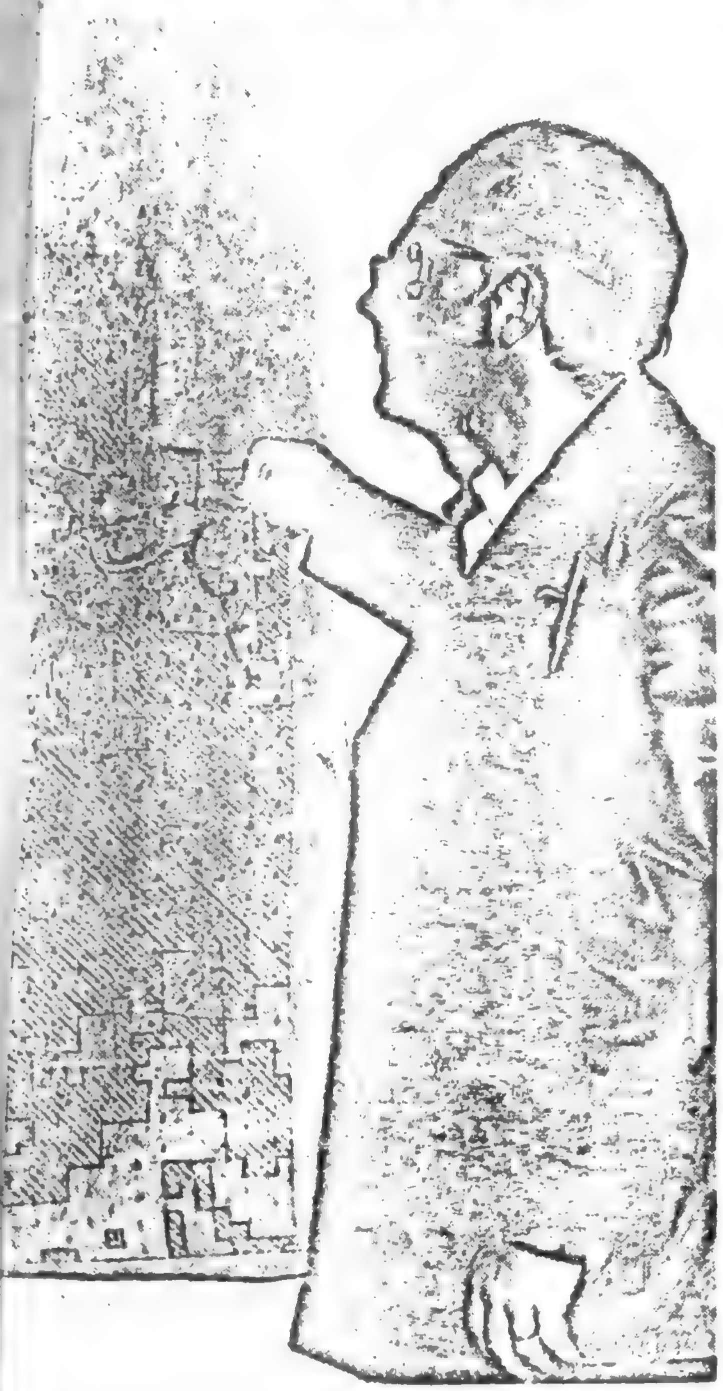

ng the District 8 in-
map is Lou Felsheim, chairman of the steering committee.

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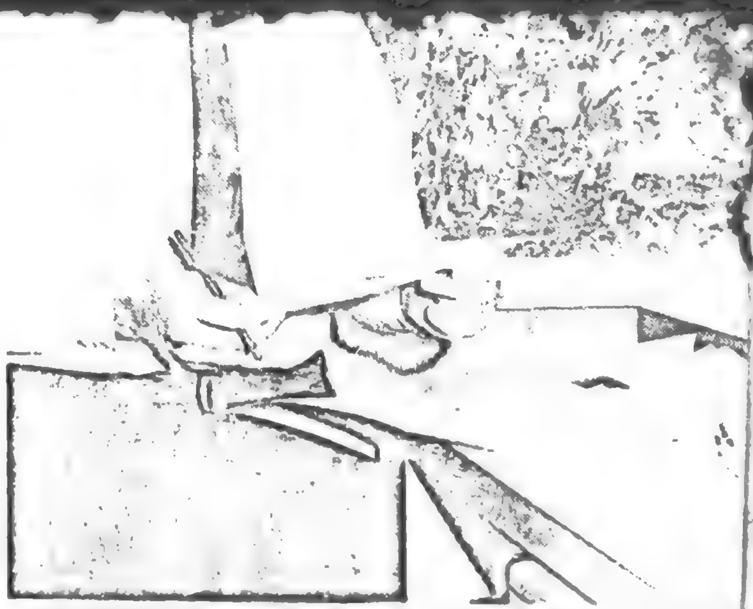
"Definitely oppose. Business is geared toward tourist travel through the town. I see no



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The award is based on the merit and worth of the applicant, based on service, dependability, leadership and a clear sense of purpose.

Judges were the Rev. Larry Rorem, pastor of Zion Lutheran Church, Port Orford; the Rev. John Slivkoff, pastor of the Pacific Community Church, and Paul McCartt, principal of Harbor Lights Junior High School.

VERY ACTIVE

A native of Bandon, Miss Lorenz has been active in church, civic, school and community affairs.

She presently serves as treasurer of the Bandon High School studentbody, as well as the BHS band; she has been a member of the National Honor Society for the past two years, was voted the outstanding sophomore student two years ago, and is past honored
Jobs Daughters, Bethe

In addition to being
ed part time at the
Clinic, Gail takes part
activities of St. John
copal Church and has
much time to helping
the elderly and the ill.

Mrs. Lorenz is off
ager of Southern Coos
Hospital.

Gail will now com
winners within the regi
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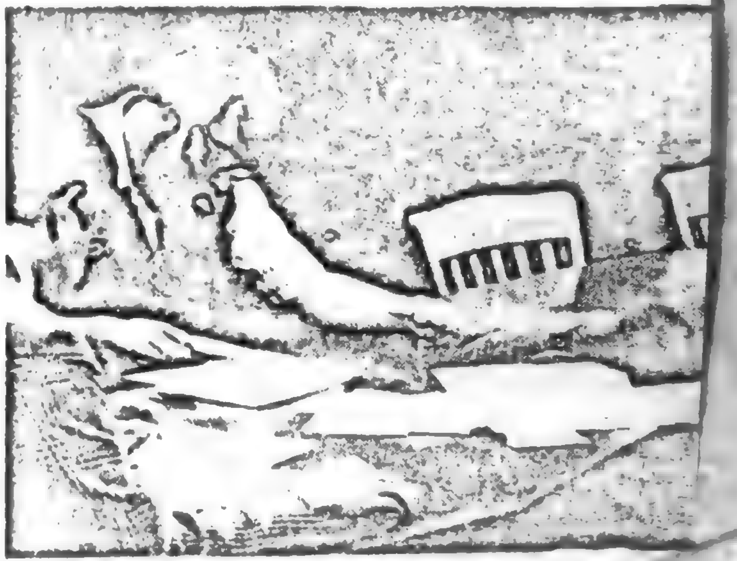
and Northern Califor
the region finalist to
a $1,000 cash award.



Judges make decision on candidate

Western World
Dec. 13, 1973

GROSSL (CHER P INC,
6 6TH AVE.
PO 97209

Moratorium On By-Pass

[illegible] that several cities in northern California were ghost towns [illegible] after the highway by-passed [illegible] that perhaps it was [illegible] dependency on [illegible]

Here we are discussing the subject of the expenditure of perhaps, millions of dollars of tax money on a highway by-pass, and we are not even sure whe[illegible] traffic will not decrease in years to come because of a fuel shortage, another member voiced.

GORDON SHAW TALKS

[illegible] TV Manager Gordon Shaw talked with the chamber about various subjects surrounding the television industry as it relates to the station at Coos Bay and other subjects in the Bay Area.

ON, OREGON 97411 347-2423

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City Vote Favors By-Pass 124-88

Based on the survey returns received by the City of Bandon as of Tuesday morning, the majority of the registered voters in the city would be in favor of the Bandon Highway By-Pass.

City Manager Bill Donahue reported that 212 survey forms had been returned as of Tuesday, with 124 people voting in favor of the by-pass and 88 opposing it.

Since only those residing within the city limits were eligible to vote, many Bandon business people were not able to cast a vote.

Many of those returning their survey forms added remarks, which ranged from: "We would lose tourist trade and become a little blue 'food and lodging' sign," to "What could be better for this town -- keep the log, chip, lumber trucks out of town."

ARGUMENTS IN FAVOR OF PROPOSED BY-PASS

Remarks from some of those supporting the by-pass include:

"I believe that Bandon should maintain its individuality as a city instead of just a growing wide-spot on the road."

"I don't agree with those who value the dollar more than peoples lives, health and comfort. As it is now, it creates a bottleneck and inconvenience to get onto 101 . . . also hazardous to the school crossing which should (in my opinion) concern all."

"This proposal will, if supported, certainly alleviate the congestion in downtown Bandon. This in itself will certainly cut down the odds of having a traffic accident with the high speed through traffic. The highway will also cut that ever-dangerous 101-42S intersection, if they provide an over and underpass."

"Good idea. Other towns that thought a by-pass would hurt business found out after it happened they had better business than before."

"I fully support the by-pass cause at times its hard to cross the highway with all the traffic."

"I think business will be better. It will dispense with all traffic that has no intention of stopping anyhow. The California towns we've heard about do much better business by-pass-

major traffic problems and I work on the street and see it all. No oil company will build new stations on the highway if bypassed, which would bring them in anyway."

"I've seen places die a slow death. Coquille and Myrtle Point will tell you what by-passes are doing to them."

"We just need a traffic light."

"There are many worse bottle necks on 101 than Bandon. We need our highway money on improving the present 101, 42 and 38. A by-pass is bound to hurt the town economically very much. The new motels and services will soon spring up along the highways. Let us get Beach Loop Road a state road and make it a scenic drive."

"I feel it would be poor economy to construct the proposed by-pass. The cost can not be justified in view of the gas and economic situation at this time. If Coos Bay can be justified in having the highway with stop lights, Bandon certainly [illegible]"

"Several years ago the city participated financially with the state to widen Ferry Creek bridge and widen the highway up hill from Ferry Creek. This was done to keep the highway from by-passing Bandon. Suggest we keep pressure on the state to install one or two traffic lights."

"We do not need it. Bandon has a good four-lane highway through town. The problem would be better solved by enforcing off-highway parking by trucks and vehicles that obstruct vision at busy intersections with the highway. This problem would not be solved by a by-pass."

"No. 1, highway 101 north of Otis to Tillamook and Seaside is a disgrace as a U. S. highway and the monies used for the unnecessary by-pass would be better used. No. 2, what would be gained by it? We would lose tourist trade and become a little blue 'food and lodging' sign."

"I think the highway commission will eventually by-pass our town, but I am not in favor of it for the present."

"In our tourist oriented economy we should consider ourselves fortunate to have enough traffic to create a small traffic problem for two or three months out of the year. Why should we be so anxious to shunt traffic around our town?"

City Manager Counts Ballots

Zoming Hearing Friday

There will be a public hearing Friday night to vote on the [illegible] Seven Devils Subdivision [illegible] zoning maps, with the meeting to be held at 7:30 p.m. at the Dale Sweely home.

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Choral Concert Wednesday

Vocal music students from the Bandon schools will join together Wednesday night, Dec. 19, to present their annual Christmas Choral Concert, under the directions of Bob Walters, the district's vocal music teacher.

The choirs from each of the four schools will sing separately and will then blend their voices in singing three selections. Some 400 to 500 students are expected to take part.

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Cause Outages

Strong winds, which reportedly reached 50 to 60 miles an hour between 1:30 and 2 a.m

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Mary Pettit
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School Board;

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Cause Outages

Strong winds, which reportedly reached 50 to 60 miles an hour between 1:30 and 2 a.m. Tuesday morning, caused several power outages in the City of Bandon system, reports City Manager Bill Donahue.

A tree knocked a line out in the Dew Valley area about 1:30 a.m., with power restored at 5:30 a.m.

In the meantime, the city hydro-electric crews had been called to Langlois where a Coos-Curry Electric neutral wire had fallen on the city's line at Langlois.

Donahue explained that the Coos-Curry lines cross over the top of the city's at the Langlois Trailer Park.

"It knocked out power in all

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"Good idea. Other towns that thought a by-pass would hurt business found out after it happened they had better business than before."

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"I think business will be better. It will dispense with all traffic that has no intention of stopping anyhow. The California towns we've heard about do much better business by-passed."

"What the state wants, they will do anyhow, so might as well agree."

"Three questions to you: (1) Ever tried crossing 101 on foot downtown? (2) Ever watched out-of-town drivers zip past that school crossing uptown? (3) Why all of this catering to tourists? Do they pay taxes as we do to preserve our beautiful town for those of us who live here?"

"I would also like to see stop lights on high school street, 11th Ave., cut down on speed in town, 30 MPH, we also need the

major traffic problems and I work on the street and see it all. No oil company will build new stations on the highway if bypassed, which would bring them in anyway."

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City Manager Counts Ballots

SCANNING through the survey forms which have been returned to the city this week is Manager of Utilities Bill Donahue.

Gail Lorenz Wins Annual

8672

9

December 2, 1974

Mr. W. M. Donahue
Manager of Utilities
City of Bandon
Bandon, Oregon 97411

Dear Mr. Donahue:

I am replying to your letter of November 27 requesting a meeting with Highway Division personnel to discuss your traffic problem in Bandon.

By a copy of this letter I am asking our Regional Engineer, Mr. Alfred Shirley, to contact you. Depending on Mr. Shirley's schedule, I am quite certain he will be in touch with you within the next week.

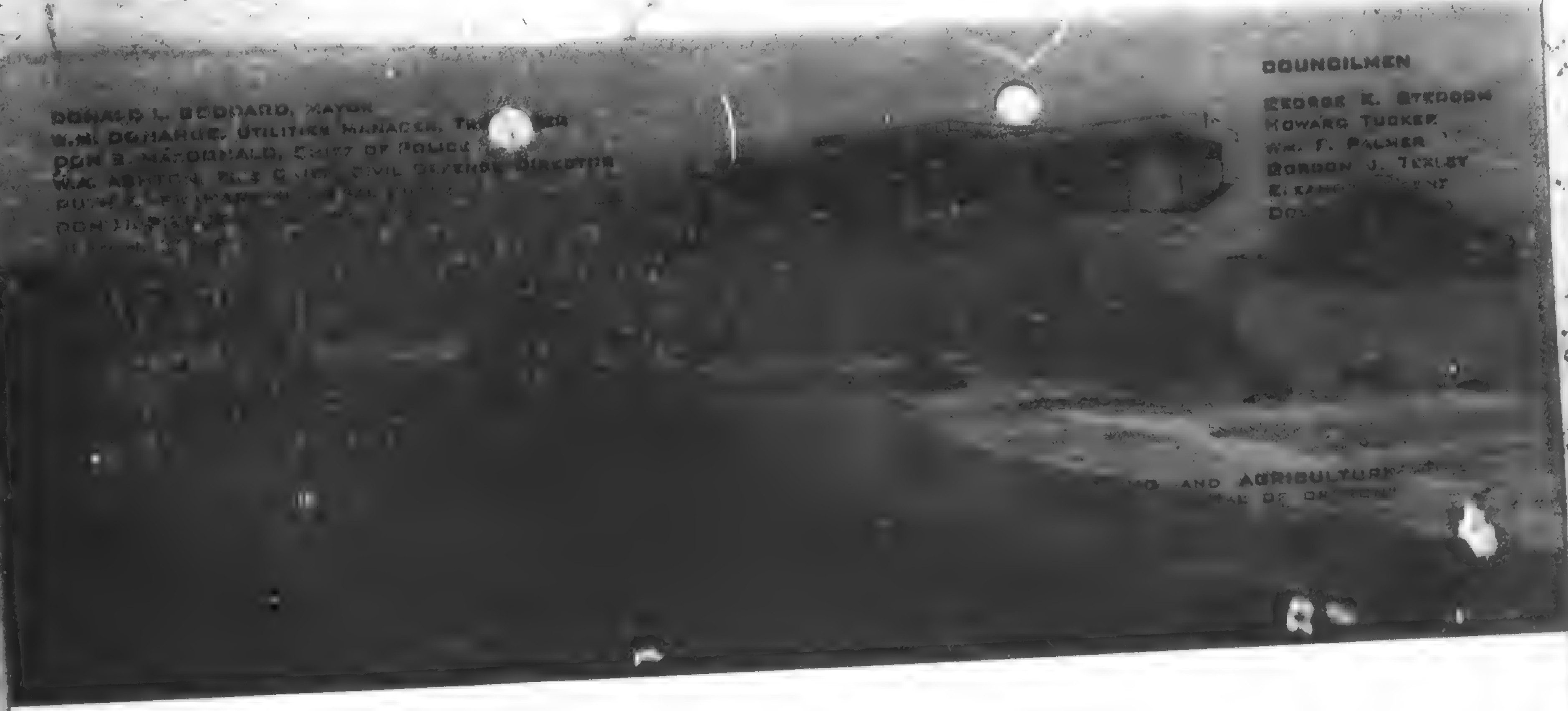
If I can be of any further assistance, please let me know.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
A. E. Johnson
L. E. George
H. S. Cox
Alfred Shirley - Please contact Mr. Donahue as soon as possible.



DONALD L. GODDARD, MAYOR
W.M. DONAHUE, UTILITIES MANAGER, TREASURER
DON B. MACDONALD, CHIEF OF POLICE
W.A. ASHTON, FIRE CHIEF, CIVIL DEFENSE DIRECTOR
[illegible]
[illegible]

COUNCILMEN
GEORGE K. STEDDOM
HOWARD TUCKER
WM. F. PALMER
GORDON J. TEXLEY
E. [illegible]
DO[illegible]

[illegible] AND AGRICULTURE
[illegible] OF OREGON

November 27, 1974

R. L. Schroeder
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

Thank you for your communication of October 29, 1974 and for making the traffic count.

The city council would like very much to meet with representatives of the state highway division who will listen to what the problem is as we see it and as to some possible options to just waiting indefinitely; which we feel does not at all solve the problem.

Our regular meetings are on the first and third Wednesday of each month at 7:00 PM in the City Hall, however we will gladly arrange a special time to fit your schedule if you will come. You may contact us at 347-3606 for arrangements if you wish.

Sincerely yours,

CITY OF BANDON

W. M. Donahue

W. M. Donahue
Manager of Utilities

WMD/et

RECEIVED
NOV 29 1974
Office of
Assistant State High[illegible]er

8672

9

October 29, 1974

Mr. William M. Donahue
Manager of Utilities
City of Bandon
Bandon, Oregon 97411

Dear Mr. Donahue:

As I promised in my July 15 letter, we have conducted manual traffic counts at the intersections of US101 at ORE42S and at 11th Street during the summer when traffic volumes were at their peak.

Using these new data and comparing them to the traffic signal warrant figures, we find although the traffic volume was up roughly 50 percent from that observed in March, traffic warrants are not met at the ORE42S intersection.

We do find that the intersection of US101 and 11th Street does meet the Interruption of Continuous Traffic Warrant under the summer traffic volumes. We will add it to our statewide Traffic Signal Priority Listing. Since it meets only this one warrant, it will not rate very high, and it is therefore quite doubtful we will have funds to install a signal in the foreseeable future.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
H. S. Cox
Alfred Shirley

RDT:pb: ab

Roger TRA 16-6
[illegible] letter
to anyone.

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon

DATE October 22, 1974

TO L. E. George, Traffic Engineer, Salem

Kipp D. Osborn
FROM KIPP D. OSBORN, Regional Traffic Engineer

SUBJECT Traffic Signal Reinvestigations
US101 at Junction of ORE42S and 11th Street in Bandon

These reinvestigations are a result of the attached newspaper article requesting the use of manual counts taken during the peak of the tourist season in June, July or August in determining the signal warrants for these intersections.

A traffic signal investigation was undertaken at the junction of the Oregon Coast Highway and Coquille-Bandon Highway using March, 1974, volume data as outlined in the report dated May 9, 1974. There are no apparent changes since the previous investigation, with the exception of the current volume data which is roughly 50% higher than that used in March, 1974. However, none of the warrants are met in using the higher volume data as shown on the attached warrant comparison sheet.

NOTED
LE GEORGE

A previous traffic signal investigation undertaken at the intersection of the Oregon Coast Highway and 11th Street in Bandon revealed that no warrants were met. However, using current volume data warrant No. 2, interruption of continuous traffic is met.

As a result of this reinvestigation, it is recommended that no further improvements be made at the intersection of US101 and ORE42S at this time.

It is further recommended that the intersection of US101 and 11th Street in Bandon be placed on the Statewide traffic signal priority list for proposed new traffic signal installations.

KDO/dt
Attachments

cc: B. E. Brown

10/23/74
approved

RECEIVED
OCT 24 1974
TRAFFIC ENGINEERING

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
REGION III-ROSEBURG

TRAFFIC SIGNAL WARRANT COMPARISON *

LOCATION OREGON COAST HIGHWAY AT 11TH STREET

BANDON

Hourly Volumes on Major Street - Max. 8 hrs. (Total of both approaches)	781	809	761	733	769	884	825	650
Hourly Minor Street Volumes - Same 8 hrs. (Highest hourly volumes from each approach)	53	79	77	53	72	96	90	55
Hourly Pedestrian Volumes Across Major Street - Same 8 hrs. (Highest volume crosswalk)	0							

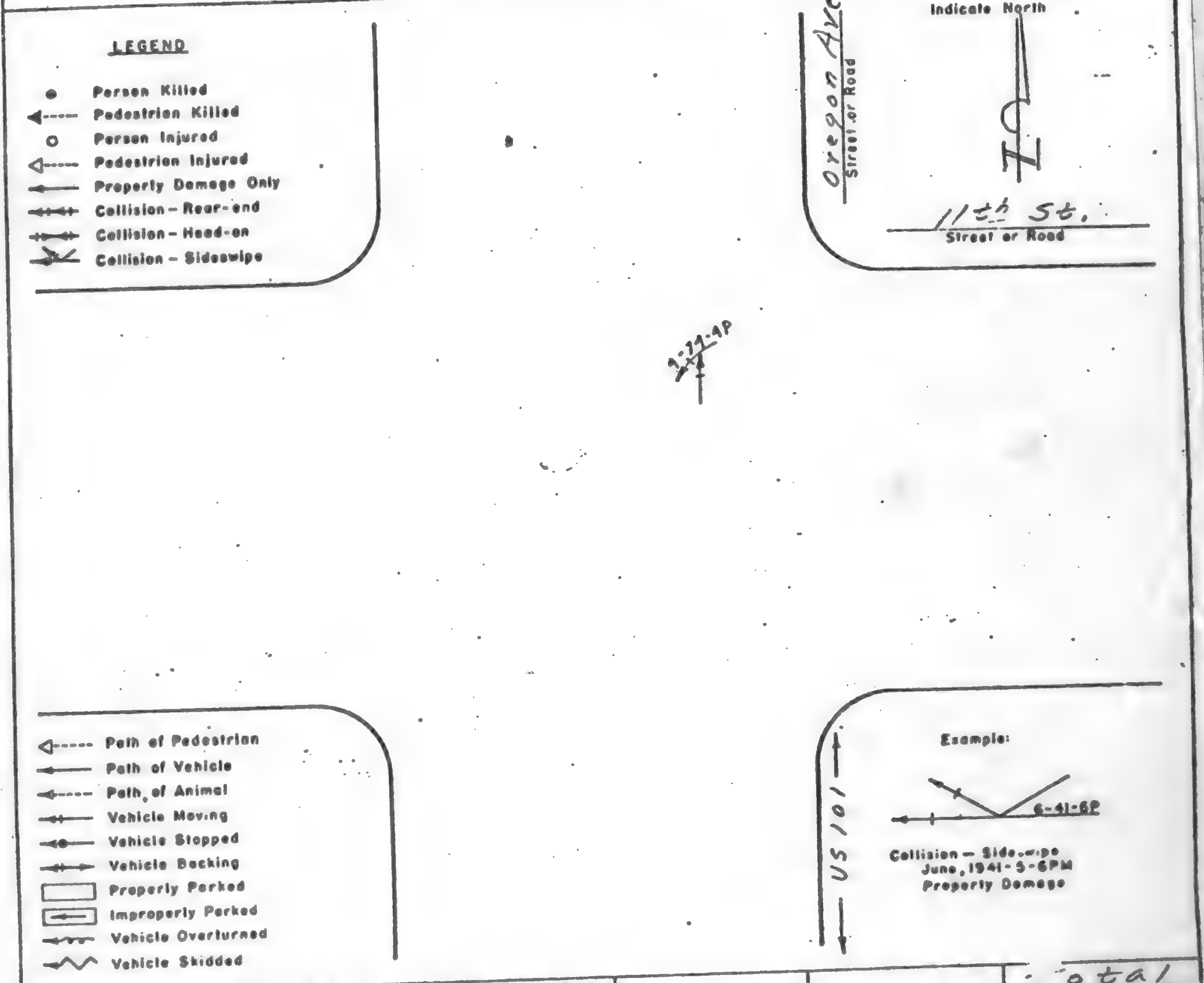
	Minimum Volume Warrant 70%	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicluar Volume:		
Major Street	420	8
Minor Street	105	0
2. Interruption of Continuous Traffic:		
Major Street	630	8
Minor Street	53	8
3. Minimum Pedestrian Volume:		
Vehicular Volume - Major Street	420	-
Pedestrian Volume	105	-
4. Accident Experience:		
Preventable Accidents (last 12 months)	1	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday Peak Hour)	N/A	
Minimum Warrant	800	

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis
COLLISION DIAGRAM

Intersection of *Oregon Coast Hwy* and *11th St.*
Highway Number *9 (US101)* *MP. 274.48 (7)*
Period Covered *1-1-73* *5-31-74*
Compiled by *[illegible]* Drawn by Date *8-1-74*



Collision Type	1973				5 Mos. 1974												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement							1	1											1	1
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0			1	1											1	1

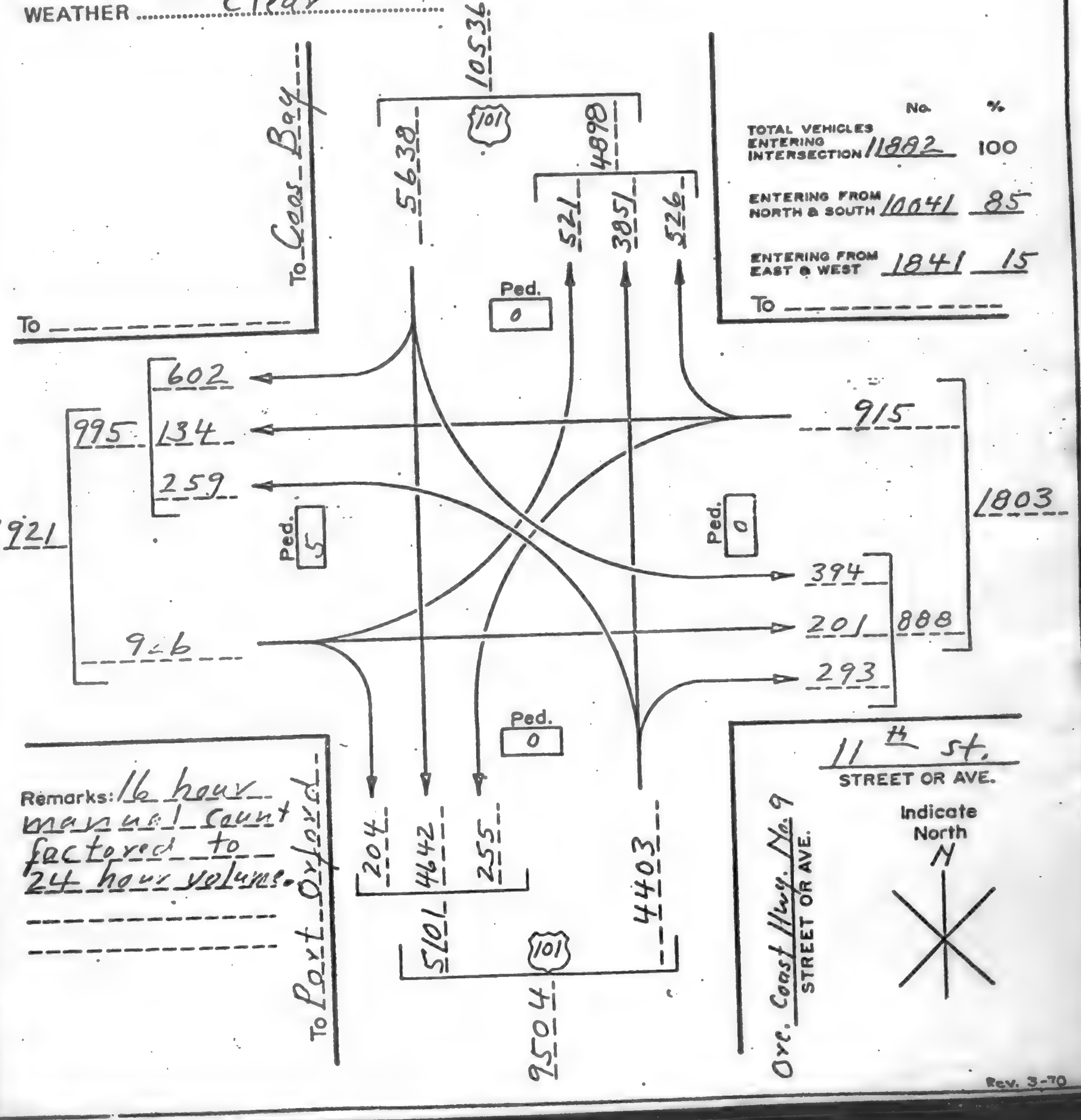
Form E-260 — 2M — 11-45 5/70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 7/7/8/ 1974
DAY OF WEEK Wed - Thur.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM to 10 PM
WEATHER Clear

CITY OR COUNTY Bandon
INTERSECTION OF Ore. Coast Hwy. No. 9
& 11th st.
MILE POST 274.48 Approx.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11882	100
ENTERING FROM NORTH & SOUTH	10041	85
ENTERING FROM EAST & WEST	1841	15

To

Remarks: 16 hour manual count factored to 24 hour volume.

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COU

Date [illegible] 1974

Day of week Wed. – Thu.

Hours counted [illegible]

Weather

Classification

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total
A. M.	6:00- 7:00	3	5	5	6	59	53	2	4	5	4	4	1	151	125	83
	7:00- 8:00	8	8	13	18	114	112	1	2	4	5	2	3	290	255	88
	8:00- 9:00	17	34	14	21	203	162	8	9	5	11	6	8	498	415	83
	9:00-10:00	20	28	[illegible]	20	237	208	1	15	10	6	6	11	586	506	86
	10:00-11:00	26	31	[illegible]	23	396	298	7	14	15	23	15	15	886	781	88
	11:00-12:00	30	46	[illegible]	42	417	281	11	12	22	18	10	24	952	809	85
	12:00- 1:00	22	41	35	32	359	303	11	14	25	20	18	22	902	761	84
	1:00- 2:00	38	31	[illegible]	48	352	276	11	5	11	25	10	14	849	733	86
	2:00- 3:00	18	43	51	33	324	338	13	19	16	22	14	16	907	769	85
	3:00- 4:00	[illegible]	61	52	110	398	359	12	25	23	24	22	11	1067	884	83
	4:00- 5:00	26	42	[illegible]	33	38[illegible]	317	14	29	36	29	14	[illegible]	1011	825	82
	5:00- 6:00	18	23	35	37	312	233	4	12	28	32	14	20	768	650	85
	6:00- 7:00	13	[illegible]	[illegible]	34	[illegible]	178	7	9	11	9	17	11	531	445	84
	7:00- 8:00	25	27	60	35	[illegible]	137	8	7	8	13	15	[illegible]	527	427	81
	8:00- 9:00	41	36	71	15	161	126	8	7	3	12	17	12	509	423	83
	9:00-10:00	13	12	28	17	12[illegible]	120	4		10	14	5	16	368	320	87
	10:00-11:00															
	11:00-12:00															
A. M.	12:00- 1:00															
	1:00- 2:00															
	2:00- 3:00															
	3:00- 4:00															
	4:00- 5:00															
	5:00- 6:00															
24-Hour total		394	521	608	521	4642	3851	134	201	255	293	204	259	11882	10041	85
16-Hour total		358	418	547	474	4220	3501	122	183	232	261	185	235	10802	9128	85
__-Hour total																
Control																
Factor																

Ore. Coast Hwy. No. 9 St. is North and South

11th St. St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Bandon

Intersection Ore. Coast Hwy No. 9
& 11th St.

Mile Post 274.48 (Approx.)

Classification All [illegible]

Classification ....

East to South	[illegible] to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	Entering Volumes – Summary by Legs: North	East	West	South	Pedestrians Using Crosswal: North	East	West
													S 0	S 0	S 0
5	4	4	1	151	125	83	26	17	67	12	14	58	26		
4	5	2	3	290	255	88	35	12	135	13	22	120	35		
5	11	6	8	498	415	83	83	17	234	47	36	181	83		
10	6	6	11	586	506	86	80	14	281	39	41	225	80		
15	23	15	15	886	781	88	105	12	445	53	52	336	105		
22	18	10	24	952	809	85	143	15	486	79	64	323	143		
25	20	18	22	902	761	84	141	16	416	77	64	345	141		
11	25	10	14	849	733	86	116	14	418	53	63	315	116		
16	22	14	16	907	769	85	138	15	393	72	66	376	138		3
23	24	12	[illegible]	1067	884	83	183	17	485	96	87	379	183		1
36	29	14	[illegible]	1011	825	82	186	18	449	90	96	376	186		1
28	32	14	20	768	650	85	118	15	365	55	63	285	118		
11	9	17	11	531	445	84	86	16	247	30	56	198	86		
8	13	15	[illegible]	527	427	81	100	19	261	43	57	166	100		
3	12	17	12	509	423	83	86	17	273	47	39	150	86		
10	14	5	16	368	320	87	48	13	170	26	22	150	48		
255	293	204	259	11882	10041	85	1841	15	5638	915	926	4403	0	0	5
232	261	185	235	10802	9128	85	1674	15	5125	832	842	4003			

Tabulated by ....

Checked by ....

orth and South

East and West

8672

[illegible] 1-6-1 8
Bandon

July 15, 1974

546

Mr. William M. Donahue
Manager of Utilities
City of Bandon
Bandon, Oregon 97411

Dear Mr. Donahue:

In response to your letter of July 3, we will conduct a manual traffic count at the intersection of US101 and ORE42S, and at the intersection of US101 and 11th Street in the city of Bandon.

This count will be taken during the peak summer traffic and the results compared to our traffic signal warrant figures.

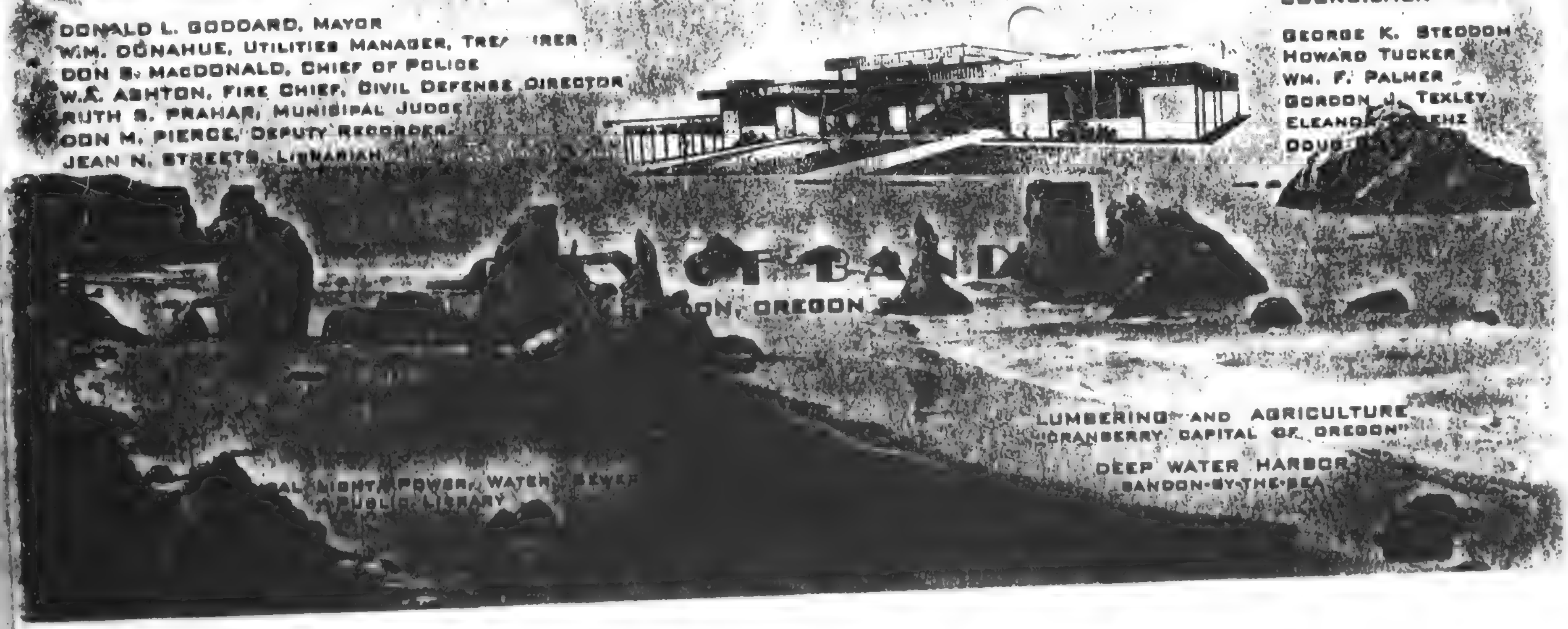
You will be advised of our findings.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
H. S. Cox
Alfred Shirley - Please conduct signal investigation. Also, please determine if some other action would improve the situation.

RDT:pb: ab



DONALD L. GODDARD, MAYOR
WM. DONAHUE, UTILITIES MANAGER, TREASURER
DON S. MACDONALD, CHIEF OF POLICE
W. A. ASHTON, FIRE CHIEF, CIVIL DEFENSE DIRECTOR
RUTH S. PRAHAR, MUNICIPAL JUDGE
DON M. PIERCE, DEPUTY RECORDER
JEAN N. STREETS, LIBRARIAN

COUNCILMEN
GEORGE K. STEDDOM
HOWARD TUCKER
WM. F. PALMER
GORDON J. TEXLEY
ELEANOR [illegible]
DOUG [illegible]

CITY OF BANDON
BANDON, OREGON

LUMBERING AND AGRICULTURE
"CRANBERRY CAPITAL OF OREGON"
DEEP WATER HARBOR
BANDON-BY-THE-SEA

[illegible] LIGHT, POWER, WATER, SEWER
PUBLIC LIBRARY

July 3, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: R. L. Schroeder

Dear Sirs:

Thank you for the notification you gave us concerning our request for traffic control lights at 11th St. on 101 and at the Junction of 42S and 101. We appreciate your financial condition as it is the same as everyone elses', too many places for the available supply of money. However that does not change the situation here. We believe a traffic count now would show different results and would warrant traffic control lights. Could a new count be taken during July or August?

At the intersection of 11th St. and the highway, a new bank is being built, to be followed by a new Post Office and liquor store on the next block east plus 2 office buildings in the planning stages which will add to the traffic at the intersection under discussion.

We are concerned about the traffic at that intersection and wish to prevent a problem of any great magnitude rather than have to take corrective action later. Perhaps if lights are out of the question entirely, some other approach may be used, such as turning lanes or something of that nature. Do you have any suggestions? We feel very strongly that we need to do something soon.

Sincerely yours,

CITY OF BANDON

W. M. Donahue

W. M. Donahue
Manager of Utilities

NOTED
R. L. SCHROEDER

RECEIVED
JUL 8 1974
Office of
Assistant State Highway Engineer

cc: Bill Brown
O.S.H.D. Coquille, Oregon

8672

8

July 3, 1974

529

Ms. Lola Beazizo
Box 201
Bandon, Oregon 97411

Dear Ms. Beazizo:

This will acknowledge your letter of June 13 regarding the need for traffic signals at the intersection of US101 and 11th Street in the city of Bandon.

We have compared the conditions at this intersection with the prescribed warrants as set forth in the Manual on Uniform Traffic Control Devices. These are nationally accepted warrants and have been adopted by the Oregon Transportation Commission. The warrants take into consideration traffic volumes, pedestrian volumes, and the past accident experience. Our recent investigation reveals that this intersection does not meet the warrants for signalization.

The current demands for the installation of traffic signals go far beyond available funds. We have quite a backlog of intersections which meet the prescribed warrants. We therefore cannot recommend the installation of signals at this intersection where the warrants are not met.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
Alfred Shirley, Jr.

RDT:pb: ab

KEN DENNISON REALTORS

BRANCH OFFICE:
P.O. BOX 443 · 11TH & HIWAY 101 · BANDON, OREGON 97411
PHONE 503 347-3416

REALTOR®

June 13, 1974

R. L. Schraeder
Oregon State Hiway Dept.
Salem, Ore

Mr. Schraeder

We need a traffic light at 101 & 11th in Bandon. Come sit in our office for a day and see the near misses - or better still sit on 11th and try to get across or onto the hiway - you really take your life in your hands. Drive South from 42 and when you near the intersection you pray that the oncoming cars are alert 'enough' to know you have the right of way.

We have a new bank going in on 11th & 101 - that means more traffic - its almost impossible to cross on foot.

I shouldn't be writing this on office stationery I know - but the piece in our local paper made me very angry - In July of 1973 I was hit (not my fault) at 101 & 11th - I've spent nearly 11 agonizing months trying to get back on my feet - Thank goodness (& three surgerys) I can walk - but

NOTED
R. L. SCHROEDER

Main Office
P. O. Box 22, Port Orford, Oregon 97465

OTHER BRANCH OFFICES IN GOLD BEACH AND LAKESIDE

I will never be free of pain - the medical bills are way over our insurance limit - the wage loss was terrific even tho we were paid by the Ins. Co. our home life has been disrupted - I myself have to build up a new clientel - well I guess thats all personal & you're really not interested.

But please come sit in our office for a day or two - the coffee pot's always on - ck the traffic during June, July & August -

And spend a little more of our tax payers money down here - instead of the bigger cities -

Lola Beazizo
Box 201
Bandon, Ore 97411

8672

8

May 15, 1974

Mr. William M. Donahue
Manager of Utilities
City of Bandon
Bandon, Oregon 97411

Dear Mr. Donahue:

We have concluded the investigations you requested to determine if traffic signals should be installed at the intersection of US101 and ORE42 S, and at the intersection of US101 and 11th Street in the city of Bandon.

We have compared conditions at these intersections with the prescribed warrants as set forth in the Manual on Uniform Traffic Control Devices. These are nationally accepted warrants and have been adopted by the Oregon Transportation Commission. The warrants take into consideration traffic volumes, pedestrian volumes and the past accident experience.

Our study of recent manual counts and a review of the past accident experience reveal that neither of these intersections meet the warrants for signalization.

As I am sure you are aware, the demands for the installation of traffic signals go far beyond available funds. We have quite a backlog of intersections which meet the prescribed warrants. We therefore cannot recommend the installation of signals at these two intersections where the warrants are not met.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
H. S. Cox
Alfred Shirley, Jr.

RDT:pb: ajw

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE May 9, 1974

TO L. E. George, Traffic Engineer, Salem

Glen L Clark

FROM GLEN L. CLARK, Regional Traffic Engineer

SUBJECT Traffic Signal Investigation
Oregon Coast Highway at Junction with Coquille-Bandon Highway
US101 - Highway No. 9, M.P. 261.60, Bandon

Attached is a letter dated March 12, 1974, from Mr. William M. Donahue, Manager of Utilities, Bandon, requesting traffic signal investigations on behalf of the City Council at US101 and 11th Street and at the subject location. On March 15, 1974, a letter of acknowledgement indicated that we would conduct such an investigation at the subject location and that we had already conducted one at the 11th Street intersection. This latter intersection did not meet any of the standard warrants.

This junction forms a "T" type intersection. US101 makes a 90° turn and occupies the north and west legs. The east leg is ORE42N (Coquille-Bandon Highway). A leg has been constructed for the free flow of southbound US101 traffic to make the right turn north to west. A left turn refuge has been constructed for the complementary movement (west to north). The signing splits the traffic well in advance of this intersection on the west leg. All other legs are two lane, two way facilities, but the west leg is four lanes. The junction is illuminated (wood pole, 30-foot mounting height). An interior illuminated "YIELD TO ONCOMING TRAFFIC" sign has been spanwire mounted facing the left turning vehicle (west to north). Southbound US101 traffic wishing to turn left (north to east) is stopped. This light movement is the only stopped movement in the intersection. The terrain is level and sight distance is good through the intersection.

There were five reported accidents at this junction during the six-year period 1/1/68 to 12/31/73. There were two fatalities and six persons injured. There were three turning, one rear-end and one fixed object type accident. The fatal accident occurred at 4:30 p.m. on August 20, 1973, when an eastbound truck turned left in front of a westbound pickup camper. The weather was clear, the pavement dry and under daylight conditions.

ECEIVED
MAY 10 1974
TRAFFIC ENGINEERI

A 16-hour manual turning movement count factored to 24 hours taken March 19 & 20, 1973, revealed that 7,369 vehicles entered this intersection. One-hundred seventy-seven, or 2.4%, entered from the north (excluding the 1,856 free right turns north to west); 5,336, or 72%, entered from the east and west. A major conflict involves the left turn movement west to north of 1,706 vehicles in conflict with the east-west movement of 1,559 vehicles. All other movements are as shown on the attached flow diagram.

Also attached is a signal warrant comparison data sheet showing that none of the standard warrants are met. It will be noted that even if the 1,856 free right turn movements were left in on the north leg, the warrants would not be met.

As a result of this investigation, it is recommended that no further improvements be made at this intersection at this time. Please advise if you wish this office to inform the City of our findings.

5/9/74 Approved

GLC/dt
Attachments

cc: William Anhorn

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
REGION III-ROSEBURG

TRAFFIC SIGNAL WARRANT COMPARISON *

LOCATION Oregon Coast Highway at Junction with
Coquille-Bandon Highway, Bandon

Hourly Volumes on Major Street - Max. 8 hrs. (Total of both approaches)	375	414	332	319	409	532	444	314
Hourly Minor Street Volumes - Same 8 hrs. (Highest hourly volumes from each approach)	8	5	13	11	16	16	12	20
Hourly Pedestrian Volumes Across Major Street - Same 8 hrs. (Highest volume crosswalk)	0							

	Minimum Volume Warrant 70% of Warrant	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicluar Volume:		
Major Street	350	5
Minor Street	105	0
2. Interruption of Continuous Traffic:		
Major Street	525	1
Minor Street	53	0
3. Minimum Pedestrian Volume:		
Vehicular Volume - Major Street	420	-
Pedestrian Volume	105	-
4. Accident Experience:		
Preventable Accidents (last 12 months)	1 1/	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday Peak Hour)	N/A	
Minimum Warrant	800	

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

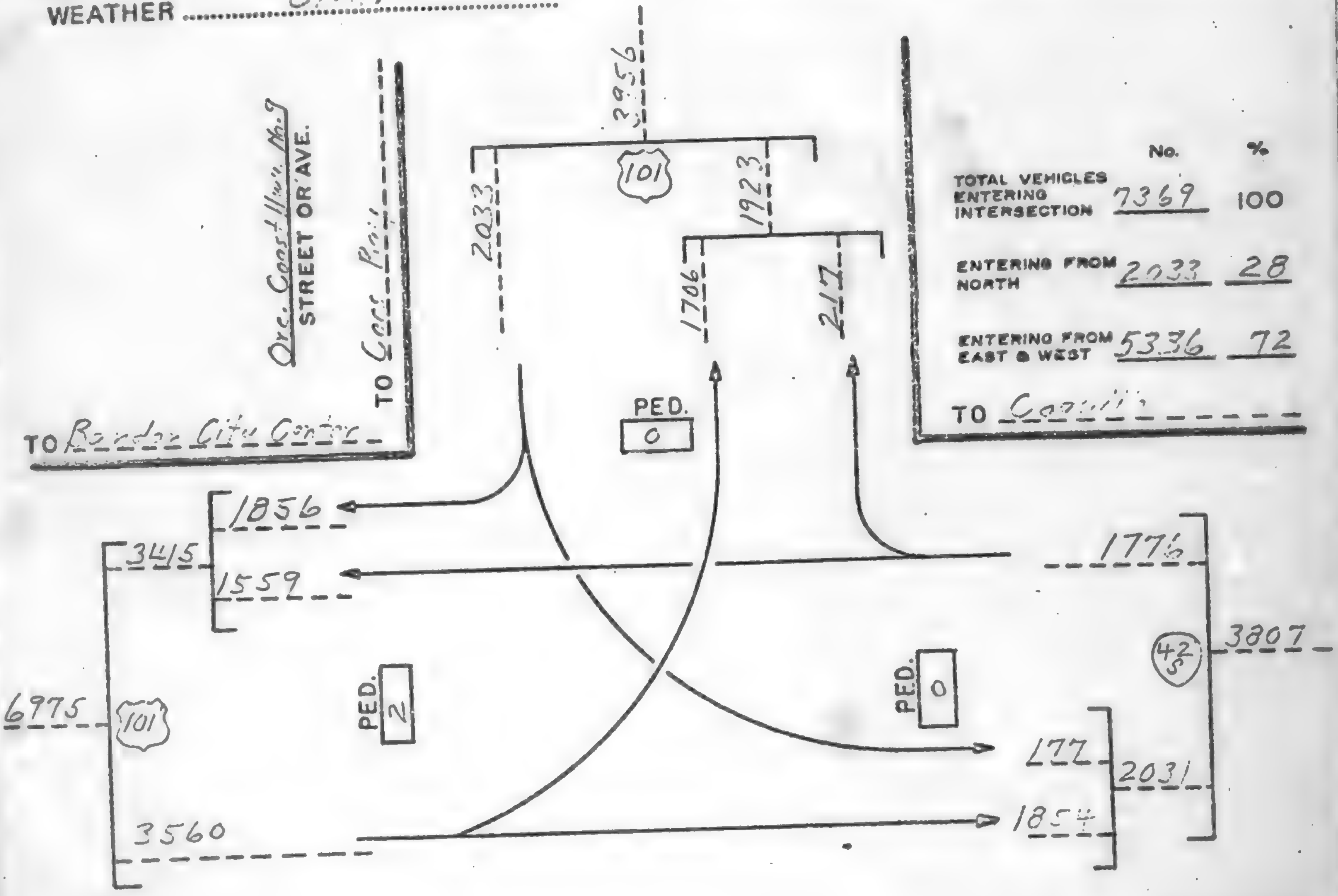
1/ if three-phase signal were to be installed.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 3/19/20/ 1974
DAY OF WEEK Tues. & Wed.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM to 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM to 10 PM
WEATHER Clear

CITY OR COUNTY Bandon
INTERSECTION OF Ore. Coast Hwy. No. 9 & Coquille - Bandon Hwy. No. 244
MILE POST Hwy. 9-M.P. 261.60 = Hwy. 244-M.P. 0.00
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7369	100
ENTERING FROM NORTH	2033	28
ENTERING FROM EAST & WEST	5336	72

Coquille-Bandon Hwy. No. 244
STREET OR AVE.

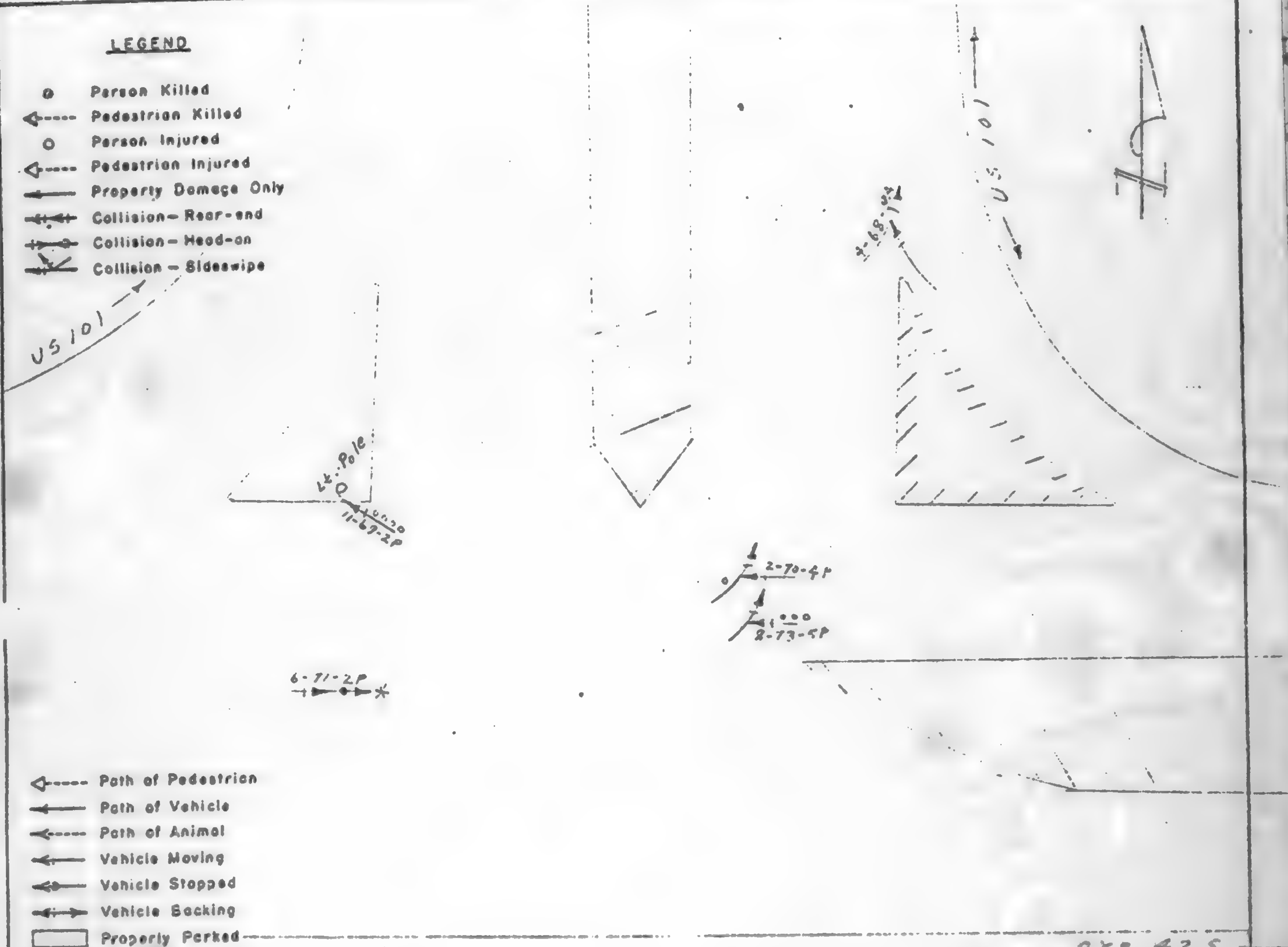
Remarks: 16 hour manual count factored to 24 hour volumes

Indicate North
N

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of [illegible] County Coos
Intersection of Oregon Coast Hwy and Coquille-Bandon Hwy
Highway Number 9 US101 [illegible] ORE 42S M.P. [illegible]
Period Covered 1-1-69 12-31-73
Compiled by [illegible] Drawn by ______ Date 3-18-74



LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

US 101 →

ORE 42S →

Fatal: 8-20-73 N.B. semi failing to yield making L/T
Clr. 4:30 PM struck by W.B. camper
Dry Light 2K 1I Truck Driver cited

* Stopped prior L/T

Collision Type	[illegible] 1970				1971 [illegible]				1972				12 Mos 1973				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end							1	1											1	1
Sideswipe																				
Turning Movement			1	1		1		1					1			1	1	1	1	3
Parking																				
Non-collision																				
Fixed Object		1		1														1		1
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	1	2		1	1	2				0	1			1	1	2	2	5

Form E-261-6-70

DONALD L. GODDARD, MAYOR
W. M. DONAHUE, UTILITIES MANAGER, TREASU
DON S. MACDONALD, CHIEF OF POLICE
WM. ASHTON, FIRE CHIEF, CIVIL DEFENSE DIRECTOR
CHAS. YARBROUGH, MUNICIPAL JUDGE
DON M. PIERCE, DEPUTY RECORDER

COUNCILMEN

GEORGE N. STEDDOM
HOWARD TUCKER
WM. F. PALMER
GORDON J. TEKLE
HARRY HARRIS
DOUG BILES

CITY OF BANDON
BANDON, OREGON 97411

LUMBERING AND AGRICULTURE
"CRANBERRY CAPITAL OF OREGON"
DEEP WATER HARBOR
BANDON-BY-THE-SEA

MUNICIPAL LIGHT, POWER, WATER, SEWER
PUBLIC LIBRARY

March 12, 1974

DISTRICT 7
MAINTENANCE OFFICE
RECEIVED

MAR 13 1974

☐ DE ☐ ADE ☑ [illegible]

Oregon State Highway Department
Mr. W. Brown
P.O. Box 606
Coquille, Oregon 97423

Dear Sirs:

Enclosed is a copy of a resolution which the Common Council of the City of Bandon, Coos County Oregon, passed unanimously at its Regular Meeting March 6, 1974.

This Resolution reflects the wishes of the community as ascertained by a survey taken recently.

Sincerely yours,

CITY OF BANDON

W.M. Donahue

W. M. Donahue
Manager of Utilities

cc: George Baldwin
State Hwy Bldg; Salem Or 97310

Mr. Glen L. Clark
1523 SE Cobb Street
Roseburg, Oregon 97470

RESOLUTION NO. 74 - 2

A RESOLUTION REQUESTING THE STATE HIGHWAY COMMISSION TO INSTALL TRAFFIC CONTROL LIGHTS AT INTERSECTION OF HIGHWAY 101 AND 42 SOUTH, AND AT THE INTERSECTION OF OREGON AVENUE (HIGHWAY 101) AND 11th STREET.

WHEREAS at the intersection of Highway 101 and 42 S, confusion sometime exists in the minds of drivers creating a potential danger to themselves and others, and

WHEREAS difficulty is experienced by elderly people on foot and school children in crossing the State Highway on the Southern end of Town, NOW

THEREFOR, BE IT RESOLVED, that the Common Council of the City of Bandon does respectfully request the State Highway Department to install suitable traffic control lights at the above mentioned two intersections.

Adopted by the Common Council of the City of Bandon, Coos County Oregon this 6th day of March 1974.

DEGoddard

Mayor

ATTEST:

Deputy City Recorder

8672

8

March 21, 1974

Mr. W. M. Donahue
Manager of Utilities
City Hall
Bandon, Oregon 97411

Dear Mr. Donahue:

This will acknowledge your letter of March 12 which forwarded a resolution passed by the Common Council of the City of Bandon. This resolution asked for the installation of traffic signals at the intersection of US101 and ORE42 S, and at the intersection of US101 and 11th Street.

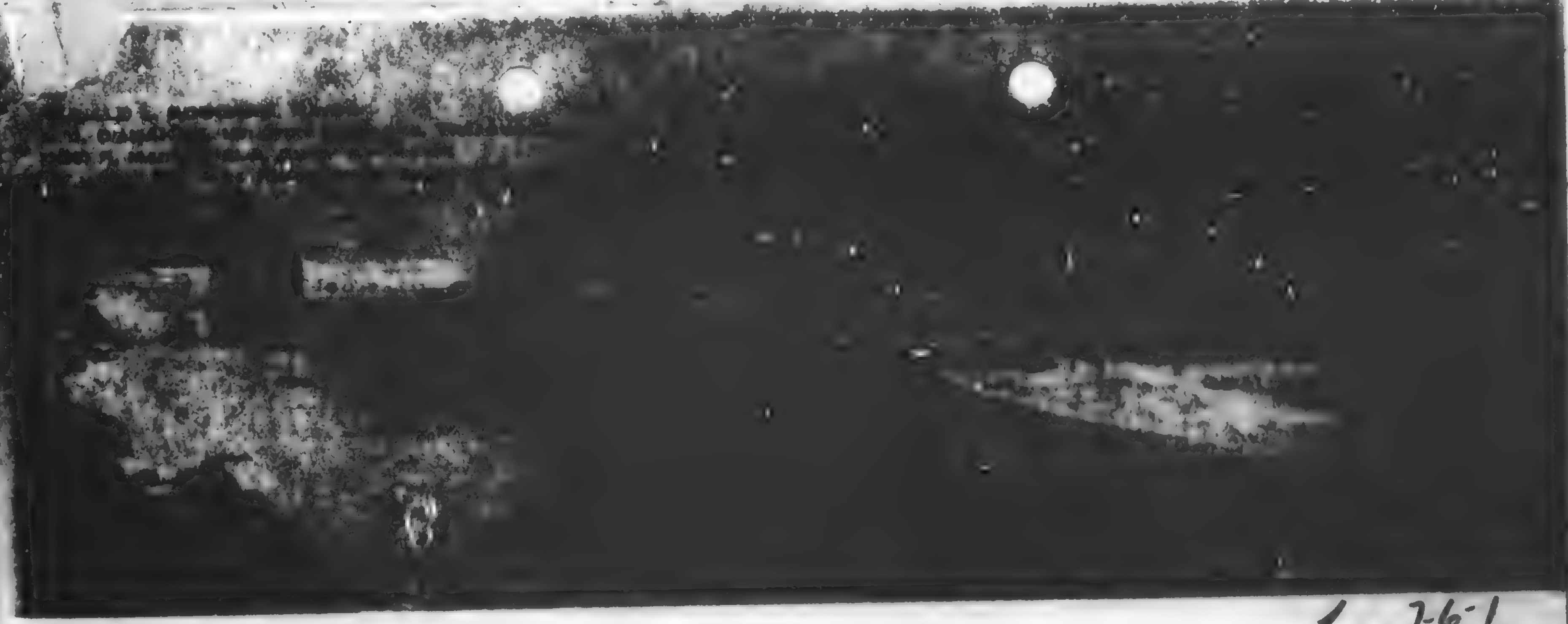
We will conduct investigations at these two intersections and you will be advised of our findings when they are complete.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
Alfred Shirley, Jr. - Please investigate and report.

RDT:pb: ajw



Loc 7-6-1
Bandon

March 12, 1974

RECEIVED
STATE HWY ENGR
MAR 13 '74
REFER TO
Schroeder
FOR

Klaboe

Oregon State Highway Department
Mr. W. Brown
P.O. Box 606
Coquille, Oregon 97423

Dear Sirs:

Enclosed is a copy of a resolution which the Common Council of the City of Bandon, Coos County Oregon, passed unanimously at its Regular Meeting March 6, 1974.

This Resolution reflects the wishes of the community as ascertained by a survey taken recently.

Sincerely yours,

CITY OF BANDON

W.M. Donahue

W. M. Donahue
Manager of Utilities

cc: George Baldwin
State Hwy Bldg; Salem Or 97310

Mr. Glen L. Clark
1523 SE Cobb Street
Roseburg, Oregon 97470

Copy to George
3-15-74

RECEIVED
MAR 15 1974
Office of
Assistant State Highway Engineer

L. SCHROEDER

RECEIVED
MAR 13 1974
OFFICE OF
DIRECTOR of TRANSPORTATION

RESOLUTION NO. 74 - 2

A RESOLUTION REQUESTING THE STATE HIGHWAY COMMISSION TO INSTALL TRAFFIC CONTROL LIGHTS AT INTERSECTION OF HIGHWAY 101 AND 42 SOUTH, AND AT THE INTERSECTION OF OREGON AVENUE (HIGHWAY 101) AND 11th STREET.

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WHEREAS difficulty is experienced by elderly people on foot and school children in crossing the State Highway on the Southern end of Town, NOW

THEREFOR, BE IT RESOLVED, that the Common Council of the City of Bandon does respectfully request the State Highway Department to install suitable traffic control lights at the above mentioned two intersections.

Adopted by the Common Council of the City of Bandon, Coos County Oregon this 6th day of March 1974.

D E Goddard
Mayor

ATTEST:

Deputy City Recorder

8672 RECEIVED
DEC 9 1971
FOR FILING

8

Maint
Traffic
Lights
Bandon

December 8, 1971

Ms. N. A. Weston
Post Office Box 865
Bandon, OR 97411

#477

Dear Ms. Weston:

This is in response to your September 29 letter concerning traffic conditions on the Oregon Coast Highway and in the city of Bandon.

#1476
#1547

The Highway Division's asphalt plant between Coos Bay and Bandon was certified by the Oregon pollution control authorities. Most of the pollution which appeared to be present was actually steam, not smoke.

Maint
[illegible]
Parking

The traffic hazard from trucks parking on US101 in the vicinity of 10th and 11th Streets in Bandon is caused by the Ocean Spray Cranberry Company activities on US101 and 13th Street. City officials are working with the cranberry company officials to arrive at a solution to the problem, and it is hoped that it will be solved prior to the beginning of the cranberry season next year.

Our study of traffic conditions at US101 and 11th Street indicates that conditions are below warrants that determine the need for traffic signals. For this reason, we cannot recommend a signal at this location.

Thank you for your interest in traffic matters.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
A. E. JOHNSON

for F. B. Klaboe
Assistant State Highway Engineer

VPJ:pb 1a

bc R. L. Porter
Tom Edwards
L. E. George
C. T. Keasey

[illegible] MANAGER, TREASURER
[illegible] RECORDER
[illegible] MACDONALD, CHIEF OF POLICE
W. A. [illegible], FIRE CHIEF, CIVIL DEFENSE DIRECTOR
CHAS. [illegible], MUNICIPAL JUDGE
BEVERLY MARTIN, LIBRARIAN

[illegible]
[illegible] STEDDOM
HOWARD [illegible]
JAMES D. RAY
WM. F. PA[illegible]
GORDON [illegible]

CITY OF BAND
BANDON, OREGON 974

[illegible] LIGHT, POWER, WATER, SEWER
PUBLIC LIBRARY

LUMBERING AND AGRICULTURE
"CRANBERRY CAPITAL OF OREGON"
DEEP WATER HARBOR
BANDON-BY-THE-SEA

December 1, 1971

State Highway Dept.
P. O. Box 1128
Roseburg, Oregon

Attention: Glen Clark

Re: Parking on
State Highway

Gentlemen:

The problem of trucks parking on the State Highway between 11th and 13th Streets in Bandon has been brought before the Common Council of the City of Bandon.

They have not taken any action up to this time as the cranberry season is finished and they believe we can prevent the re-occurrence of the situation next season without drafting an ordinance.

We have a conference set up with William Dufort in the near future and will advise you of the outcome.

Sincerely yours,

City of Bandon

W. M. Donahue

W. M. Donahue
Mgr. of Utilities

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 27, 1971

SUBJECT: Assignment FBK 4477

To: Val Johnson
Traffic Control Engineer
S AL E M

The operation to which Mrs. Weston refers in her letter of 9-29-71 is the J. C. Compton Co. paving plant. For approximately one month, this plant sat alongside the westerly side of the Oregon Coast Highway near MP 245. The operation was partially on highway right of way and partially on private property. The plant was there to produce the asphaltic concrete mix for the Gray Creek-N. Fork Coquille River Section and the Green Acres-China Camp Creek Section, both on the Coos Bay-Roseburg Highway.

#7476 — #7587

There was considerable activity along the highway while this operation was in progress which may have appeared frightening to the correspondent. The operation was adequately signed and was controlled by a flagman. To my knowledge, there were no accidents. I personally observed the operation on numerous occasions and considered it to be perfectly safe.

Further, this asphalt plant is fully certified by the Oregon Air Pollution Control Authority and is actually relatively clean. Most of the pollution to which Mrs. Weston refers was probably steam. The plant has been removed from this location since October 8, 1971.

Mrs. Weston had a second subject in her letter which is also the subject of another FBK assignment and is being answered separately by Glen Clark.

Wendell E. Schwartz
WENDELL E. SCHWARTZ
Region Construction Engineer

WES/cw

NOTED
TRAFFIC CONTROL
ENGINEER

SP*32476-734

F. B. Crandall

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 27, 1971

SUBJECT: Traffic Conditions
Oregon Coast Highway - Bandon
9th to 13th Streets
US101 - Hwy. No. 9 - MP 274.36
to MP 274.60
FBK-4477 & FBK-4483

To: C. T. Keasey
Regional Engineer
OFFICE

Attached is a letter dated September 29, 1971, from Ms. N. A. Weston, Bandon resident, bringing to our attention a problem concerning an AC plant operated by one of our contractors and requesting a traffic signal on US101 at 11th Street due to truck and trailer parking along US101.

Also attached is a letter dated September 30, 1971, from Mr. Michael Franson, Bandon resident, bringing to our attention truck parking along US101 between 9th and 13th Streets.

In 1967 truck parking became a problem in the vicinity of 10th Street and the City Council of Bandon took action to prohibit such parking in three quadrants of the intersection. All parking adjacent to the intersection was prohibited during certain school crossing hours.

The current situation is caused by the Ocean Spray Cranberry Company's operation in the southwest quadrant of the intersection of US101 and 13th Street. The local growers bring their product to this processing plant in various types of trucks. All have large boxes filled with cranberries. They line up on the westerly side of US101 across 13th Street and up the parking area to the north. US101 is four lanes wide with curb parking allowed north of 13th Street and two lanes with gravel shoulders south of 13th Street. This practice congests this area and presents a sight distance problem for vehicles wishing to enter US101 from the west. 13th Street is graveled and is a minor roadway serving several homes. The south city limits of Bandon is the centerline of 13th Street.

A more serious problem is caused by Ocean Spray's trucking operation. During the field investigation three semi-trailers were stored on US101 adjacent to the curbs at the intersection. These empty trailers were known to be so parked over the recent Veteran's Day Holiday. The plant has one tractor that

NOTED
GEORGE

NOTED
TRAFFIC CONTROL
ENGINEER

OCT 29 1971
TRA [illegible]

SP*32479-735

moves these trailers to and from the plant and stores them on the highway. Other truck tractors and semi-trailers are used to shuttle in empty trailers into the Bandon area and remove loaded trailers stored on the highway. In other words, normal terminal activities are occurring on the state system due to the processing plant's limited grounds. These trucks form a serious sight distance problem at 12th Street.

During the field investigation, Mr. W. M. Donahue, City Manager, Bandon, accompanied the writer. He was upset by what we found and agreed that some solution was in order. He was going to consult with the City Attorney and suggest solutions to the next regular City Council meeting scheduled for November 3, 1971. We discussed complete truck parking prohibition, spot truck prohibition and he suggested a two hour limit so the empty stored vehicles could be removed. As parking prohibition inside incorporated cities is normally instigated by the city, I indicated we would await a response from him.

Attached is a collision diagram showing 25 reported accidents between 9th and 13th Streets during the period January 1, 1966 to August 31, 1971. There were no fatalities but 11 persons were injured. There were no accidents reported as being caused by parked trucks as a sight restriction. The cranberry season is estimated to last 30 days only and this industry has been growing in the last few years. This may explain why no accidents have been reported, but in no way reduces the potential hazard.

A 16 hour manual turning movement count factored to 24 hours taken at 11th Street October 19 -20, 1971, revealed that 7,533 vehicles entered the intersection. 6,010 or 80% entered on US101 and 1,523 or 20% entered from 11th Street. 787 entered US101 from the east and was the highest entering side street volume. Cross traffic from the side street was very low.

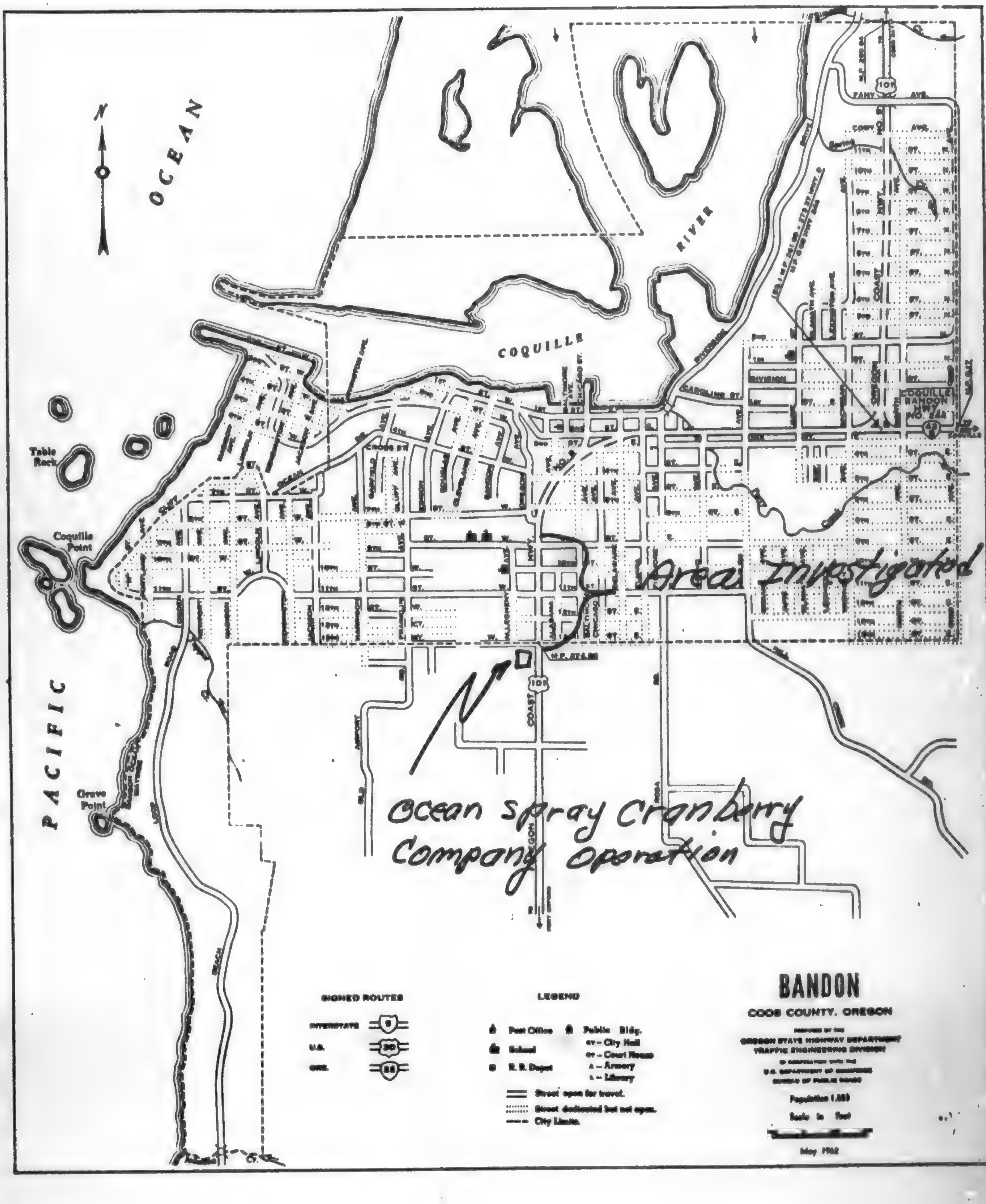
A traffic signal warrant data sheet is attached showing that none of the standard warrants are met at this location.

As a result of this investigation, it is recommended that no traffic signal be considered at 11th Street and that the response to each of the two complaints await the action of the Bandon City Council.

Glen L. Clark
GLEN L. CLARK
Regional Traffic Engineer

GLC:cc
attach.
cc: F. B. Crandall
R. A. Sandmann

Approved
10-28-71
C T Keasey



Area Investigated

Ocean Spray Cranberry Company Operation

OREGON STATE HIGHWAY DEPARTMENT

DIVISION III - ROSEBURG

October 1971

Traffic Signal Warrant Comparison

LOCATION: Oregon Coast Highway

at 11th Street - Bandon

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	450	600
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	59	150
Interruption of Continous Traffic Warrant:		
Average Hourly Volume on Major St. Max. 8 hours (Total of both approaches)	450	900
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach	59	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hours (Total of both approaches)	450	600
Average Hourly Ped. Vol. across Maj. St.-Same 8 hrs. (Highest volume crosswalk)	0	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	0	5

REMARKS: ______________________

lf

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date October 19 20 1971
Day of week Tuesday - Wednesday
Hours counted 6AM to 10PM
Weather Rain

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL			
A.M.	6:00- 7:00	2	5	3	7	42	62	1	2	3	2	10	1	140	112	80	28
	7:00- 8:00	6	6	6	9	66	67	4	3	5	3	4	9	188	157	84	31
	8:00- 9:00	20	30	37	21	118	110	19	17	3	6	15	18	416	309	74	107
	9:00-10:00	12	24	16	9	136	128	2	9	1	9	13	15	374	316	84	58
	10:00-11:00	27	24	17	25	145	137	3	9	2	19	9	6	419	347	83	72
	11:00-12:00	26	35	31	16	176	173	16	12	13	15	7	11	533	432	81	101
P.M.	12:00- 1:00	26	23	27	32	187	189	10	12	19	19	13	17	574	465	81	109
	1:00- 2:00	19	24	21	21	173	172	9	10	13	22	7	19	510	426	84	84
	2:00- 3:00	22	37	21	17	167	154	11	8	14	25	10	7	493	396	80	97
	3:00- 4:00	25	42	22	11	189	202	10	17	29	12	21	16	596	466	78	130
	4:00- 5:00	25	41	37	29	238	193	11	19	26	24	17	18	700	535	76	165
	5:00- 6:00	35	21	37	27	201	181	9	6	15	12	21	19	584	485	83	99
	6:00- 7:00	35	25	22	24	151	164	6	8	9	10	17	14	487	396	81	91
	7:00- 8:00	15	33	37	25	101	114	14	15	13	13	9	10	402	293	73	109
	8:00- 9:00	9	17	18	10	79	76	4	8	14	7	11	11	264	200	76	64
	9:00-10:00	10	12	7	10	56	48	2	5	3	2	8	5	168	128	76	40
	10:00-11:00																
	11:00-12:00																
A.M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
24-Hour total		[illegible]	[illegible]	375	344	2448	2389	144	176	199	220	216	216	7533	6010	80	1523
16-Hour total		311	404	359	313	2225	2172	131	160	181	200	196	196	6848	5463	80	1385
__-Hour total																	
Control																	
Factor																	

Oregon Coast Hwy #9 St. is North and South
11th St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Bandon

Intersection Oregon Coast Hwy
& 11th Street

Mile Post

Classification

Classification All Vehicles

								ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North		East		West		South	
												School	[illegible]	School	[illegible]	School	[illegible]	School	[illegible]
2	10	1	140	112	80	22	20	47	9	19	65					2			
3	4	9	188	157	84	31	16	78	15	16	79								
6	15	18	416	309	74	107	26	175	54	53	134								
9	12	15	374	316	84	58	16	164	27	31	152								
19	9	6	419	347	83	72	17	123	29	43	164								
15	7	11	533	432	81	101	19	233	66	35	199				1				
19	12	17	574	465	81	109	19	240	52	57	225								
22	7	19	510	426	84	84	16	213	46	38	213								
25	10	7	493	396	80	97	20	210	62	35	186		3			1	1		
12	21	16	596	466	78	130	22	236	81	49	230					9	1		
24	17	18	700	535	76	165	24	300	78	87	235					7		2	
12	21	19	584	485	83	99	17	273	45	54	212								
10	17	14	487	396	81	91	19	208	40	51	188		1						
13	9	10	402	293	73	109	27	156	60	49	137								
7	11	11	264	200	76	64	24	106	35	29	94								
2	8	5	168	128	76	40	24	73	17	23	55								
220	216	216	7533	6010	80	1523	20	3185	787	736	2825								
200	196	196	6848	5463	80	1385	20	2895	716	669	2568		4		1	19	2	2	

Tabulated by

Checked by

outh

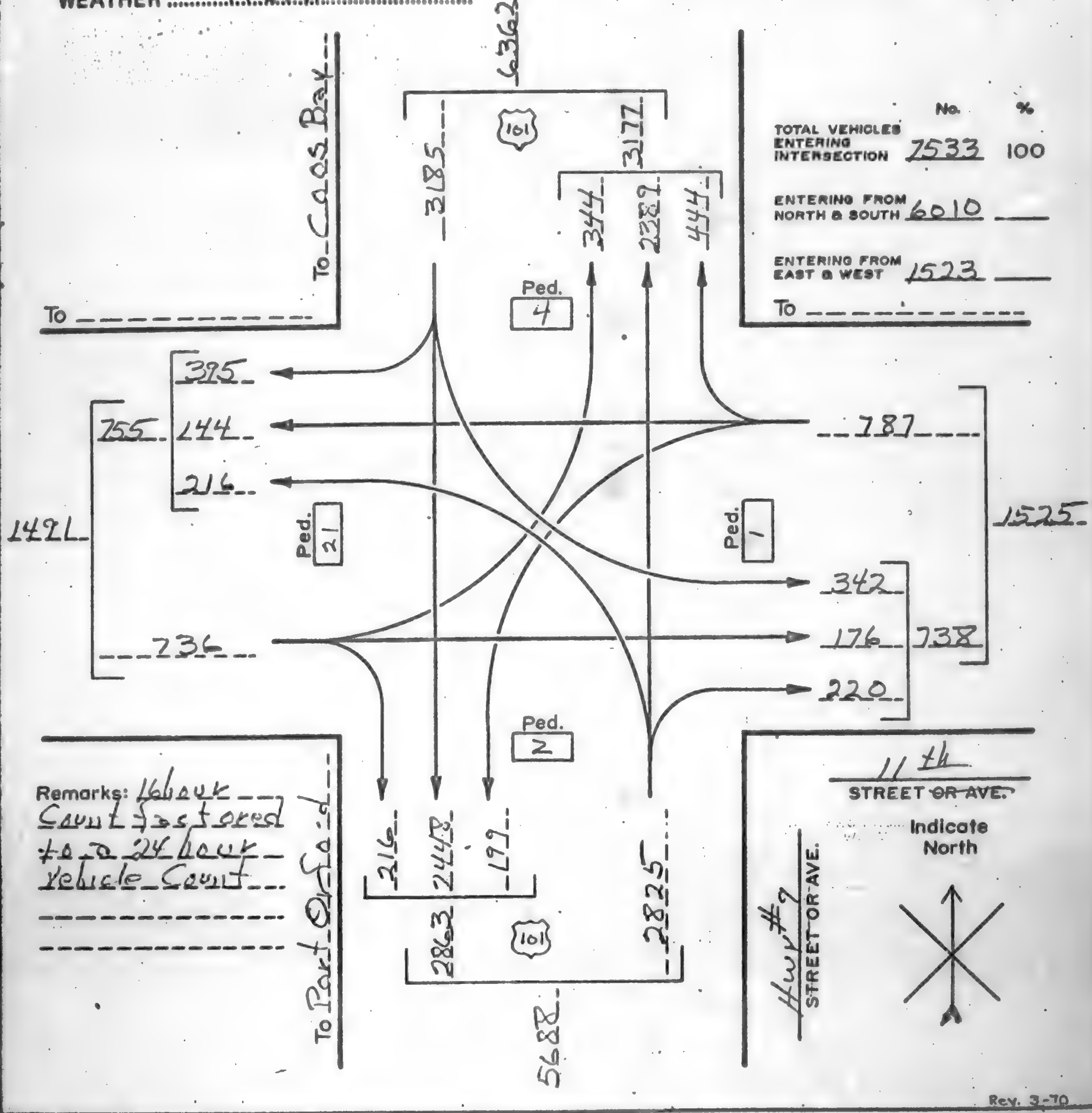
Vest

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 19,20 1971
DAY OF WEEK Tuesday-Wednesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10 PM
WEATHER Rain

CITY OR COUNTY Bandon
INTERSECTION OF Oregon Coast Hwy #9
& 11th Street
MILE POST
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7533	100
ENTERING FROM NORTH & SOUTH	6010	
ENTERING FROM EAST & WEST	1523	

Remarks: 16 hour Count factored to a 24 hour vehicle Count

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Bandon County Coos
Intersection of Oregon Coast Hwy. and 9th St. To 13th St.
Highway Number 9 (US101) MP. 274.36 To MP. 274.60
Period Covered 1-1-66 To 8-31-71
Compiled by CS MM Drawn by ______ Date 10-26-71

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

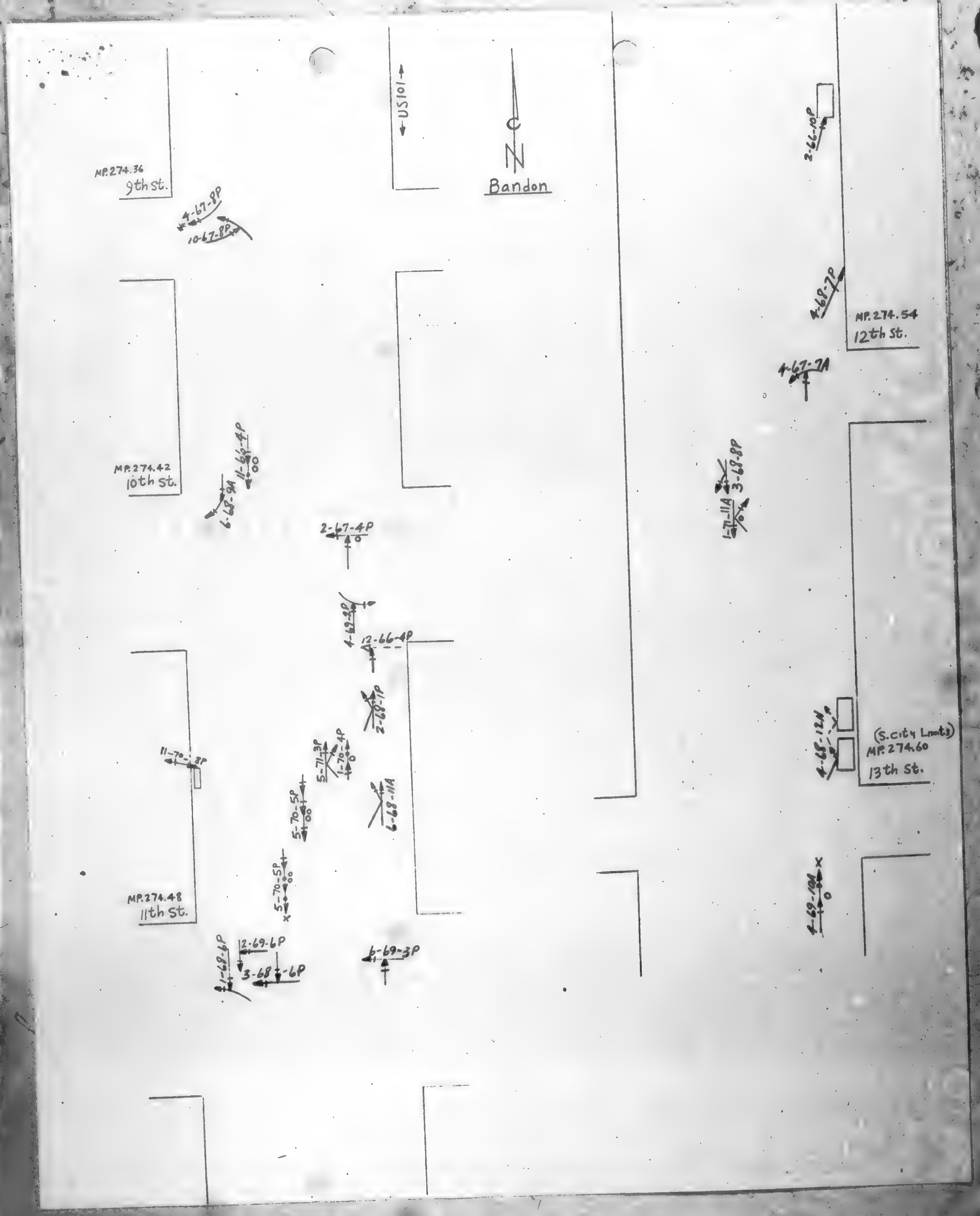
No accidents reported due to sight restriction

* Occupant fell or jumped from moving vehicle.

X – Stopped Prior L/T.

- ◁---- Path of Pedestrian
- ←—— Path of Vehicle
- ←----- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1966 – 1967				1968 – 1969				1970				8 Mos. 1971				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1		1			3	3										1	3	4
Head-on																				
Rear-end		1	1	2		1	2	3		3		3						5	3	8
Sideswipe							3	3						1	1	2		1	4	5
Turning Movement			2	2			2	2											4	4
Parking																				
Non-collision			1	1															1	1
Fixed Object							1	1											1	1
Pedestrian		1		1														1		1
Backing											1	1							1	1
Misc.																				
TOTAL		3	4	7		1	11	12		3	1	4		1	1	2		8	17	25


US101
N
Bandon
MP.274.36
9th St.
4-67-8P
10-67-8P
11-68-4P
MP.274.42
10th St.
6-68-9A
2-67-4P
4-69-9P
12-66-4P
2-68-1P
11-70-8P
5-71-3P
1-70-4P
6-68-11A
5-70-5P
5-70-5P
MP.274.48
11th St.
1-69-6P
2-69-6P
3-68-6P
6-69-3P
2-66-10P
4-68-7P
MP.274.54
12th St.
4-67-7A
3-68-8P
1-71-11A
4-68-12N
(S.city Limits)
MP.274.60
13th St.
4-69-10A

4477

Edw. [illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

October 1[illegible], 1971
RE: FBK 4477

10-28

RECEIVED
OCT 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Ms. N. A. Weston
PO Box 8[illegible]5
Bandon, Oregon 97411

NOTED
F. B. KLABOE

Dear Ms. Weston:

This will acknowledge your letter of September 29 concerning traffic conditions on the Oregon Coast Highway between Coos Bay and Bandon and at its intersecgion with 11th Street in Bandon.

These matters will be investigated and at such time as the investigation is completed we will communicate with you further.

Very truly yours,

F. B. Klaboe
Assistant State Highway Engineer

by Val Johnson
L. E. George
Operations Engineer

VPJ:njc

4477

bc: F. B. Klaboe -- This assignment will require a traffic count and it is requested that the due date be extended to October 28

C. T. Keasey -- Please investigate & report.

REFERRED TO
Admin.
BY SECRETARY

9/29/71

State Highway Dept.
Salem, Oregon

Edwards

Dear Sirs?-

#1476 #1541 I live in Bandon, 23 miles from Coos Bay. I have need to go to Coos Bay, at least 3 times a week. We have a lovely highway & it is only a 20 minute trip. But, the last eight or ten times, I have made the trip, I have been endangered & polluted by an operation I refer to as a "Slopster - Slopster." You may have seen the movie "How to murder your wife". This operation, as you must know, is located near Shingle House Slough & engulfs 2 bill boards, advertising the "Sea Lion Caves" to the North, & the "Prehistoric Gardens" to the south. There are signs about 50 ft from each end of the operation, unless blown down. There are 20 or 30 trucks parked on each side of the road. On a good day the Pollution rises upward. On adverse days, the smoke & dust envelop the highway for Perhaps 100 yds. With this dust & smoke One suddenly Comes upon it at 60 miles & up. A sign, if you can see it, says there is a flagman. The poor guy, is there, but you can't see him, until he is almost run over. And he is doing nothing, except standing on the Center Line. He must be paid an awful lot, or be awfully stupid, cause he can't last long.

What is State management, thinking of, to allow this jeopardy to remain at this site?

If some one tried to operate a mill, or any thing else on a thorough fare, they would be denied.

So lets get this mess off the road.

We also have another urgent matter. We need a stop lite at high way 101 + 11th street in Bandon. Trucks + trailers park all along the high way, in this area + some one will die. Our local law enforcement will not do any thing about this parking.

Please advise me who I can contact to assist us, with these hazards.

Sincerely,

Norma A. Weston
P.O. Box 865
Bandon, Ore.
97411

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 - 1971
OREGON
STATE HIGHWAY COMMISSION

OCT 7 1971
TRAFFIC ENGINEERING

is a flagman. [illegible] but you Can't see him, until he is almost run over. And he is doing nothing, except standing on the Center Line. He must be paid an awful lot, or be awfully stupid, cause he Cant last long.

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Norma A. Weston
P.O. Box 865
Bandon, Ore.
97411

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 - 1971
OREGON
STATE HIGHWAY COMMISSION

OCT 7 1971
TRAFFIC ENGINEERING

8673 Chetco Ave. @ Center St. 1978
(Brookings) Sec. of Oreg. Coast
Hwy. (Traffic signal instal.)

C•a 6224 9-6-77

#8673

9-7-80

STATE COPY

GOVERNMENT PRINTING OFFICE [illegible]2-828

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 1	REPORT NO. 2	COUNTY Curry	DIVISION Oregon
DATE OF REPORT 9-8-80	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. TQF-2-1(4)
COMPLETION DATE 9-21-78	ACCEPTANCE DATE BY CONTRACT AGENCY 1-25-79	TIME ELAPSED 93 %	CONTRACT TIME 200 days
APPROVED EXTENSIONS none	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CHETCO AVE. @ CENTER ST. (Brookings)
Traffic Signals

The project provided for a traffic signal installation.

The discrepancies noted in our final inspection report have been corrected.

RECEIVED
STATE HWY ENGR
SEP 10 '80
REFER TO Keasey
FOR
Info Inves R/D D/R Sign Act File

9-10

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 9-9-80	TITLE Field Operations Engineer	DATE 9-9-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 2

8673

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	8-163
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

X 22-79

Form Approved; O M B No. 04-R2089

State: Oregon
County: Curry
Project Number: TQF-2-1(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 6, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 33,019.00	$ 42,790.00
Federal funds	$ 28,330.00	$ 36,713.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs under State Force Orders, and Price Agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of August, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, OR August 14, 1979

Federal Aid Project
No. TQF-2-1(4)

Chetco Ave. @ Center St. (Brookings)
Oregon Coast Highway
in Curry County

Revised Project Agreement Estimate

Type Code Y031 Signal (Chetco Ave. @ Center St.) Subtotal of previous estimate of February 13, 1978		$ 28,838.00
Revised Estimate		
Revise Existing Signal (SFO#5)	All Required	$ 6,320.00
Remove S.W.-Build S.W. Ramps/ Buttons (SFO#3)	All Required	1,240.00
Revisions to Controller Equipment (PA #1)	All Required	819.00
	Increase	8,379.00
	Subtotal	37,217.00
	Engineering	4,973.00
	Engineering (Signal Controller Testing)	600.00
	Total	$ 42,790.00

Length of Project. . . . . 0.0 mile

Federal Funds	$ 36,713.00
State Funds	6,077.00
Total	$ 42,790.00

Group 1 - 100%
Contract No. 8673
Prefix 8-1061

8673.

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-44	. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-6-78	Oregon County Curry Project No. TQF-2-1(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Chetco Ave. at Center St. (Brookings)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	January 4, 1978	0.00
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT $ 33,019.00	FEDERAL FUNDS $ 28,330.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse he

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Technical Services Engineer
(Title)

By ______________________

State Highway Engineer
(Title)

By ______________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator MAR 6 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, February 13, 1978

Federal Aid Project
No. TQF-2-1(4)

Chetco Ave. at Center St. (Brookings)
Oregon Coast Highway
Curry County

Project Agreement Estimate.

Type Code Yo31
Signal (Chetco Ave. at Center St.)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Temporary Signs	130 Sq.Ft.	4.00	520.00
Flagmen	40 Hour	20.45	818.00
Traffic Signal Installation, Complete	All Required		26,200.00
			$28,038.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 800.00
	Subtotal	$28,838.00
	Engineering	3,581.00
	Engineering (Signal Controller Testing)	600.00
	Total	$33,019.00

Length of Project - - - - - - - - - - - - 0.00 mi.

Work retained in program status
(not included in amounts below)

Sidewalk Ramps and Button Delineation	All Required	$ 1,975.00

Federal Funds (85.8%)	$28,330
State Funds	4,689
Total	$33,019

Group 1 100%

Contract No. 8673

Prefix 8-1061

8

#8673

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
T 2-1(4)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80053

COUNTY NAME
Curry

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
State of Osegon
Salem, Oregon

Received
5/16/79
orig to
Moehring

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-4-78	5-30-78	Primary 2 Primary 9

GENERAL LOCATION:
Chetco Ave. at Center St. (Brookings) Section

GENERAL DESCRIPTION OF WORK:
Remove sidewalk - build two sidewalk ramps with walkway outlined with large raised buttons

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXX XXXXXXXXX~~OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 5-30-78, as requested in Mr. Keasey's letter of 5-7-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $810, Federal Funds $693.

DATE
5-14-79

SIGNATURE OF APPROVING OFFICIAL
G. K. Hessner

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-086

8673

9

DATE: May 2, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Chetco Ave. at Center St. (Brookings)
Oregon Coast Highway
Contract 8673

This federal-aid traffic signal installation project is nearly complete and an increase in the project authorization is needed. The contract work has been completed and accepted, but additional work by state forces is needed.

The contract work did not provide for a signal head for a private access at the intersection. It was later determined that the signal head was needed for the safety of the traveling public. Since the contract has already been completed, state forces will perform the installation at an estimated cost of $6,320. The increased cost is eligible for federal participation.

It is recommended that the authorization for this project be increased by $5,100 or 13.7 percent to a new total of $42,212.89. This matter will be on the Consent Calendar for your May 15 meeting.

bc: F. B. Klaboe
C. W. Head
C. T. Keasey
Alfred Shirley, Jr.
V. E. Skoog
George Bell

WR:lml

8673

Form E-373 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Chetco Ave. at Center Street (Brookings) Date March 30, 1979

Highway Oregon Coast Contract No. 8673

County Curry Kind of Work Traffic Signal Contractor Sims Electric, Inc.

	Authorized	Estimated
Contract Amount	$28,038.00	28,495.15
Anticipated Items	4,375.00	2,523.62
Contingency (4½%)	1,458.59	7,787.41
Engineering	3,241.30	3,406.71
Credits		
PROJECT COST	37,112.89	42,212.89

NET INCREASE $ 5,100.00 OR 13.7 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
U S.F.O. #5 Revise Existing signal to add signalization for traffic entering dedicated alley	$6,320.00	+ $6,320.00
A S.F.O. #1 Controller Testing & Fire Preentive Equip.	1,280.00	+ 680.00
A S.F.). #2 & 3 Striping, Sidewalk Ramps, Button, Etc.	1,243.62	- 1,531.38

Principal reasons for overruns (Continue on reverse side): Revise existing signal to add signalization for traffic entering intersection from dedicated alley opposite Center Street. Traffic from drive-in window at bank want to enter intersection from alley. New city manager requested alley to be signalized.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Eugene H. [illegible] Resident Engineer

Confirmed by [illegible] Regional Engineer

Noted by O. B. Jackmond For Construction or ~~Bridge~~ Engineer

Noted by [illegible] Coulter [redacted] State Highway Engineer

5/16 [illegible]

SP*88797-734

FORM 81-734-3030

FILE: CON 5 #8673

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 27, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

O. B. Jackmond

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Chetco Ave. at Center St. (Brookings)
Oregon Coast Highway
Contract No. 8673

This federal-aid traffic signal installation contract was completed last September and was accepted by you in January. After the contract work had been completed, the State's policy of not installing signal heads at public expense for private accesses at signalized intersections was revised. Another signal head is therefore being installed by State forces. This additional work will cause the project authorization to overrun by an estimated $5,100 or 13.7 percent.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

PCRB approval is not required and the increase in cost is eligible for federal participation.

OBJ:WR:fr

Att.

cc: Alfred Shirley, Jr.
Eugene Ash
Robert Church

RECEIVED
STATE HWY ENGR
MAY 1 - '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8

1672

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN /OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-2-1(4)

STATE ECT NO. See below

COUNTY NAME Curry

PROGRAM STAGE (Check) ☐ 1 ☐ 2

PROGRAM NO.

ITEM NO. 80053

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Administration, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 30 '79
REFER TO
Mackenzy
FOR
Info

DATE PS & E APPROVED 1-4-78

DATE AUTHORIZATION EFFECTIVE 3-21-79

FEDERAL ROUTE NUMBER Primary 2

STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:
Chetco Avenue at Center Street (Brookings) Section

GENERAL DESCRIPTION OF WORK:
Revise Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXX/OR FORCE ACCOUNT BASIS

REMARKS
This will confirm the advance authorization date of March 21, 1979, as requested in Mr. Keasey's letter of 3-21-79, as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for TEC NTE $6,320 - Federal Funds $5,423.

DATE 3-29-79

SIGNATURE OF APPROVING OFFICIAL E J Valach

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8673

J

January 30, 1979

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 8673 awarded to Sims Electric, Inc., for a traffic signal installation on Chetco Avenue at Center Street in Brookings, Curry County, was completed on September 21, 1978, and accepted by the State Highway Engineer on January 25, 1979.

Final payment in the amount of $1,424.76 will be released to the contractor after February 6, 1979. The total contract amount is $28,495.15 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, OR 97470

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8673

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 10, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQF-2-1(4)

Contract 8673, Work Completed September 21, 1978

Project Chetco Ave. @ Center St. (Brookings)

Highway Oregon Coast

County Curry

We have been informed that the discrepancies referred to in your previous non-acceptance of this project have now been corrected and we again request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 1-19-79

NOTED
H.S.COULTER

G. L. Green
Division Administrator

S HWY ENGR
JAN 24'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

Routing
Keasey
Bond
Jackmond
Hopkins
Johnson
Inloes
RECEIVED
JAN 24 1979
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

Form 81-734-3127 (Rev 7-77)

#8673 11-1-78 STATE COPY

U. EPARTMENT OF TRANSPORTATION
EDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Curry	DIVISION Oregon

IN COMPANY WITH
F. Morrison, Resident Engineer (Coquille)

DATE OF INSPECTION 11-14-78	INSPECTION MADE BY Vincent Tabor, Asst Area Engineer	PROJECT NO. TQF-2-1(4)

QUALITY OF WORK* See Below	PROGRESS OF WORK Satisfactory	TIME ELAPSED 95 %	WORK COMPLETED 99 %

CHETCO AVENUE (US 101) @ CENTER ST. (Brookings)
Traffic Signals

This project provided for the installation of a fully actuated traffic signal at the subject location.

Findings

Observation of the completed work has shown that the mast arms did not have end caps. The Resident has informed the contractor accordingly.

I noted that there were minor signs of rust on the pedestrian-head pipe bracket, generally near the threaded ends. This same condition was observed at the 11th Street signal in Bandon. The Resident feels that additional field painting may be necessary, especially when situated in the coastal areas.

Conclusions

The Traffic Section will be contacted regarding the rusting to ascertain whether this has been a maintenance problem on past projects.

Once the caps are installed, the contract work can be accepted.

11/24
cy Keasey

RECEIVED
STATE HWY ENGR
NOV 24 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

#8673

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Chetco Ave. @ Center Street (Brookings)

WEEK ENDING: October 7, 1978

SECTION PREFIX: 8-1061

HIGHWAY: Oregon Coast

COUNTY: Curry

NAME OF JOB: Chetco Ave.@Center St.(Brookings)

KIND OF WORK: Traffic Signal

CONTRACTOR: Sims Electric Inc.

CONTRACT NUMBER: 8673

FEDERAL AID PROJECT NUMBER: TQF-2-1 (4)

DATE OF CONTRACT: January 30, 1978

DATE WORK STARTED: May 15, 1978

ESTIMATED COMPLETION DATE: September 21, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 185

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 93

PROJECT AUTHORIZATION: $ 37,112.49

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98

EXCLUSIVE OF ENGINEERING: $ 33,871.59

ENGINEERING AUTHORIZATION: $ 3,241.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 33,271.59

ENGINEERING COST TO DATE: $ 3,000.00

DATE PROJECT WAS COMPLETED: September 21, 1978

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 92 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1	Fair	0		
MONDAY 2	Fair	0		
TUESDAY 3	Fair	0		
WEDNESDAY 4	Fair	0		
THURSDAY 5	Fair	0		
FRIDAY 6	Fair	0		
SATURDAY 7	Fair	0		

Kessey K
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
OCT 9 1978
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No work. PROJECT COMPLETED
MONDAY 2	No work.
TUESDAY 3	No work.
WEDNESDAY 4	No work.
THURSDAY 5	No work.
FRIDAY 6	No work.
SATURDAY 7	No work.

REMARKS

Contractor's work completed.
Semi-Final may be sent in October 6.

SIGNED Dale Parker For E.H. Ash Res. Engn LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8673

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 21, 1978

Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8673 for traffic signal installation on Chetco Avenue at Center Street in Brookings, Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkw
Enclosure

cc: United Pacific Insurance Company
Suite 600, 700 N.E. Multnomah
Portland, OR 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Kessey
Walt Hart
Robert Church
Jim Kinne
Alfred Shirley
Eugene Ash
L. E. George

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC, INC.
721 S. E. OAK AVE.
ROSEBURG, OREGON 97470

RAY O. SIMS, PRESIDENT
WM. H. SIMS, VICE PRESIDENT
W. D. MATTSON, VICE PRESIDENT
C. W. WAKEFIELD, SECRETARY
GLENN B. CLUTE, ASSIST. SEC.

February 14, 1978

Dept. of Transportation
Transportation Building
Room 121
Salem, OR 97310

Attention: Mr. C.W. Head

Reference: Contract #8673 and #8670

Dear Sir:

We are returning both copies of these contracts with signatures as requested in your letter of February 13. Also is enclosed a copy of the power of attorney from United Pacific Insurance Co. Please advise if there is anything further needed in this regard.

Very truly yours,

SIMS ELECTRIC, INC.

William H. Sims

WHS:km
Enclosures

RECEIVED
FEB 16 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SIMS
ELECTRIC INC

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

PLEASE REPLY TO:
SIMS ELECTRIC, INC.
721 S. E. OAK AVE.
ROSEBURG, OREGON 97470

RAY O. SIMS, PRESIDENT
WM. H. SIMS, VICE PRESIDENT
W. D. MATTSON, VICE PRESIDENT
C. W. WAKEFIELD, SECRETARY
GLENN B. CLUTE, ASSIST. SEC.

February 2, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

Gentlemen:

Enclosed please find two signed copies each of contract number 8670 and 8673 as per your instructions.

Very truly yours,

SIMS ELECTRIC, INC.

William H. Sims

WHS:km
Enclosures - 4

RECEIVED
FEB 7 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc C. T. Keasey
Walt Hart
Alfred Shirley
Eugene Ash

February 13, 1978

Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

Gentlemen:

We are returning two copies each of Contract Nos. 8673 and 8670 for traffic signal installations on Chetco Avenue at Center Street in Brookings, Curry County, and at the Coos River Highway Junction on the Oregon Coast Highway in Coos County.

We note that Glenn B. Clute, Assistant Secretary, has signed for your corporation. The President and the Secretary of a corporation are required to sign the contracts. If Glenn B. Clute is authorized to sign the contracts in behalf of the corporation, a certified copy of the bylaws or minutes of the corporation showing this authority to sign must be furnished the Transportation Commission.

Please have the Secretary or someone who has proper authorization sign the contract and bond pages of the contracts.

Also, the State Insurance Division has notified us that they cannot approve Robert R. Puckett signing as Attorney-in-Fact for United Pacific Insurance Company as there is no Power of Attorney on file for him. We cannot accept a Power of Attorney sent to us. The Insurance Division advises they have a Power of Attorney for R. R. Puckett on file. If R. R. and Robert R. are the same person, please ask your surety to have him sign as R. R. on each copy of the contracts.

If R. R. and Robert R. are not the same person, please ask your surety to file a Power of Attorney for Robert R. Puckett with the Insurance Division, 158 - 12th St. N.E. Salem, OR 97310. There is a registration fee of $5.

If they do not wish to file a Power of Attorney, please have someone from your surety sign who has proper authorization and return both copies of each contract to our office (121 Transportation Bldg., Salem, OR 97310).

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

8673

bc
C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Eugene Ash
L. E. George
SAIF
Fran

February 1, 1978

Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

Gentlemen:

The Oregon Transportation Commission on January 30, 1978, accepted your proposal for traffic signal installation on Chetco Avenue at Center Street in Brookings, Curry County, for the sum of $28,038 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8673.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Bldg., Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 14, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8673

8

September 6, 1977

City of Brookings
City Hall
Brookings, OR 97415

[illegible] CONTRACTS and
[illegible]NTS No. 6224

Attention: Mrs. Marjorie B. McKernan
City Recorder

Gentlemen

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Oregon Coast Highway at Center Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf.)

8673

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 15, 1977
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Oregon Coast Hwy. @ Center St.
(Brookings)
Curry County

A signal has been proposed for the intersection of the Oregon Coast Highway with Center Street in Brookings. More specifically, the proposal is for a 2 phase signal at M.P. 357.21 at an estimated cost of $30,000 with Transition Quarter funds. The proposed signal meets warrant number 3: Interruption of Continuous Traffic, and it has a weighted value of 10 on the Statewide Traffic Signal Priority List.

ADT at this location is approximately 11,600, but with a marked summer peak.

Center Street is aptly named, being situated in the middle of the Brookings CBD along US 101. At this "T"-type intersection, US 101 has 4 lanes and Center Street 2 lanes. A steep bluff to the north effectively blocks the continuation of Center Street. Proximate land use is commercial with retail stores, a cafe and an office building.

This project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and that this project is of a type for which the Statewide Assessment on Safety Projects is applicable. The statewide assessment classifies this project as non-major.

The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

GAP:cjh

Attachment

cc: E. S. Hunter ✓
Alfred Shirley w/attach
Eb Engelmann w/attach
Don Trout w/attach

RECEIVED
TECHNICAL SERVICES
AUG 15 '77
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

8674 Elbow Lake-Gardiner Sec. 1978
of Oreg Coast Hwy north of
Gardiner (Paving)

#8674

December 14, 1979

CON 5
#8674

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

Gentlemen:

A post-final payment for $1,021.67 will be made to J. C. Compton Co. on Contract No. 8674 for paving on the Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $787,840.22 including the post-final payment. Of the total $3,398.33 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
A. Shirley

8674

9

February 13, 1979

Seaboard Surety Company
Seattle-First National Bank Building
1001 4th Avenue
Seattle, Washington 98154

Gentlemen:

Contract No. 8674 awarded to J. C. Compton Company for paving on the Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County was completed on August 26, 1978, and accepted by the State Highway Engineer on February 12, 1979.

The total contract amount is $786,818.55 including $3,398.33 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

EG 74

71-672-7732
71-672-6658 Gix

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 14, 1978

FILE: DES

Jack C. McCormick

FROM: Jack C. McCormick, District Engineer SUBJECT: Preliminary Plans for Review

TO: Duane O. Christensen, Final Design Engineer

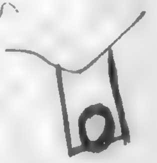
It is requested the following items be added to the Lane Co. Line - Elbow Lake project on the Oregon Coast Highway.

ok DDC 12-4-78
Anticipated Item
$7,500

Install PMP at the following locations:

M.P. - M.P.	Side			
201.3 - 201.4	East	0.1 Miles	500'	in bottom ditch
202.5 - 202.6	East	0.1 Miles	500'	

SEO



ok DDC 12-4-78
Anticipated Item
$2,000

Install ditch erosion protection M.P. 201.7 to M.P. 202.0 on east side of highway. 0.3 miles 1600'

4" 0 gravel in ditch $2000 +

Maintenance to repair Cause

Repair sinks at M.P. 200.1 (chronic hole over RCBC) and M.P. 200.6. 4x4

150' each side

Base repair needed at M.P. 203.8. Additional patching needed prior to overlay M.P. 198.6 to 202.5. 3.9 miles

2" allowance should be adequate

Sec 107.23

Informational to Resident Engr.

Ditch protection should be replaced between M.P. 199.6 to M.P. 202.0 if damaged or disturbed. Present protection is oil mat over pit run rock. 2.4 miles

Spears

ok

Maintenance forces will clean existing PMP at M.P. 198.6, M.P. 201.6 to M.P. 201.7.

Handle

JCM:gl

cc A. Shirley
Elmer Washington

REFERRED TO
Beard
Staudenmeyer
Cole
Semple
Eriksen
✓ Watson JW
Hager
Dorn
Lau
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
I Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Anderson

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ENGINEERING SECTION

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Patching + leveling allowance - 2"

Aug 1 $1,327,000

Gix reviewed with FHWA
Notations in red are recommendations.

8674

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Elbow Lake-Gardiner

WEEK ENDING: September 1, 1978

SECTION PREFIX: 10-1155

HIGHWAY: Oregon Coast

COUNTY: Douglas

NAME OF JOB: Elbow Lake-Gardiner

KIND OF WORK: Paving

CONTRACTOR: J.C. Compton

CONTRACT NUMBER: 8674

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: January 30, 1978

DATE WORK STARTED: May 31, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 175

CALENDAR DAYS USED 175

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 912,574.33

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 840,211.61

ENGINEERING AUTHORIZATION: $ 72,362.72

THIS WEEK 403.73

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 840,211.61

ENGINEERING COST TO DATE: $ 45,432.74

DATE PROJECT WAS COMPLETED: August 26, 1978

ESTIMATED PERCENT: OVERRUN UNDERRUN ____ %

PERCENT OF AUTHORIZATION: 63 %

Semi final to be submitted 10/1/78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100			100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		5.29			5.29
MILES PARTIALLY COMPLETED					
MILES COMPLETED		5.29			5.29
TOTAL ESTIMATED QUANTITIES (CONTRACT)		4,600 Ton			32,200 Ton
TOTAL QUANTITIES CORRECTED TO DATE		5,875 Ton			32,500 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		5,875 Ton			32,500 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27		0		
MONDAY 28		0		
TUESDAY 29		0		
WEDNESDAY 30		0		
THURSDAY 31		0		
FRIDAY Sept 1		0		
SATURDAY 26		1		

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
SEP 5 1978
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	
MONDAY 28	
TUESDAY 29	
WEDNESDAY 30	
THURSDAY 31	
FRIDAY Sept 1	
SATURDAY 26	Completed Guard rail work.

REMARKS

OR: Construction
cc: Consturction
cc: Region
cc: File

SIGNED Alfred W. Bates LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8674

9

ROBERT W. STRAUS
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 21, 1978

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8674 for pavi[illegible] on the Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds

Enclosure

cc Seaboard Surety Company
98 William Street
New York, NY 10038

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinns
Alfred Shirley
A. W. Bates

J. C. COMPTON CO.
POST OFFICE BOX 86
McMINNVILLE, OREGON 97128
PHONE 472-4155

letter of transmittal

DATE February 7, 1978
JOB NO. 8674
ATTENTION

TO
Department of Transportation
121 Transportation Building
Salem, OR 97310

GENTLEMEN:
WE ARE SENDING YOU ☐ Attached ☐ Under separate cover via _____ the following items:
☐ Drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NUMBER	DESCRIPTION
2			Executed contracts for the above numbered project.
			NOTED C. W. HEAD

THESE ARE TRANSMITTED as checked below:
☐ For approval
☐ For your use
☐ As requested
☐ Approved as submitted
☐ Approved as noted
☐ Returned for corrections
☐ Resubmit _____ copies for approval
☐ Submit _____ copies for distribution
☐ Return _____ corrected prints
☐ For review and comment
☐ For bids due _____ 19____
☐ Prints returned after loan to us
☐ _____

REMARKS

RECEIVED
FEB 14 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SIGNED: J. C. COMPTON COMPANY

#148

If enclosures are not as noted, kindly notify us at once.

1

8674

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 20, 1978

Duane O. Christensen

FROM: D. O. Christensen
Final Design Engineer

SUBJECT: Elbow Lake-Gardiner Section
Oregon Coast Highway
Douglas County

TO: MEMO TO THE FILES

This subject project is presently advertised for the January 26, 1978 bid opening. The base design for the project calls for leveling and patching followed by a 1-1/2-inch Class "E" asphalt concrete wearing course. The estimated cost is $1,149,000.

A future stage 5-inch asphaltic concrete wearing course will be required to provide the structural section required to carry the design traffic loading.

Due to the limitation of available funding, the flexible "E" mix design was utilized rather than the structural overlay base design.

DOC:fw

cc: H. S. Coulter
E. S. Hunter
C. T. Keasey

1 Versteeg ✓
Christensen
George
Olson
Temple
Sullivan
Scott
Savage

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8674.

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 9, 1978

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 26, 1978 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 26, 1978 on the following projects:

1. Sandy WCL-Alder Creek
Mt. Hood Highway
Clackamas County

   Paving

   A Class III bikeway will be incorporated in this project.

2. Lewis & Clark River Bridge
Warrenton Highway
Clatsop County

   Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Youngs Bay Bridge
Warrenton Highway
Clatsop County

   Painting

   Same as No. 2.

4. Coos River Highway Junction
Oregon Coast Highway
Coos County

   Traffic signals

   Same as No. 2.

5. Oregon Coast Highway at Cemetery Road (Millington)
Oregon Coast Highway
Coos County

Grading and paving

Five-foot sidewalks will be constructed throughout the project.

6. Oregon Coast Highway at 11th Street (Bandon)
Oregon Coast Highway
Coos County

Traffic signals

Same as No. 2.

7. Chetco Avenue at Center Street (Brookings)
Oregon Coast Highway
Curry County

Traffic signals

Same as No. 2.

8. Elbow Lake-Gardiner
Oregon Coast Highway
Douglas County

Paving

Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

9. Lincoln County Line-Heceta Head
Oregon Coast Highway
Lincoln and Lane Counties

Paving

Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

10. 9th Street-3rd Street (Nyssa)
Commercial Street
Malheur County

Paving - 8-foot shoulder, parking provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

11. Pudding River Bridge
Nusom Road
Marion County

Grading, paving and structure. Grading and paving incidental to structure. 32-foot roadway provided.

Same as No. 10.

12. Burnside Bridge
City Street
Multnomah County

Deck surfacing

Same as No. 2.

13. Brownell Ditch-Hermiston Ditch
River Road
Umatilla County

Grading, paving and structure. Grading and paving incidental to structure. 40-foot roadway provided on structure.

Same as No. 10.

14. Elm Avenue- E Highland Avenue (Hermiston)
Umatilla-Stanfield Highway
Umatilla County

Traffic signals

Same as No. 2.

15. Warm Springs Jct-Willow Creek
Warm Springs Highway
Wasco County

Paving (overlay)

Same as No. 2.

16. Beaverton-Tigard Highway at Greenburg Road
Beaverton-Tigard Highway
Washington County

Traffic signals

Same as No. 2.

17. Bellvue-McMinnville
Salmon River Highway
Yamhill County

Grading, paving, structure and signing

Five-foot shoulders will be striped and signed as narrow, Class III bikeway.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

3674

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 6, 1978

FILE:

Don

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Elbow Lake-Gardiner Section
Oregon Coast Highway

TO: L.E. George
Traffic Engineer

AND

✓ A.D. Olson
Preliminary Design Engineer

Please sign and stripe the shoulders of the above-named section as narrow bicycle lanes and charge to Group 8.

4' shldrs - no problem

ADO.

DES:jp

cc Alfred Shirley
Jack Sullivan

Versteeg
Christensen
George
/ Olson ADO
Terpin
Jr copy Sullivan
/ Scott
Savage

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ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR/2/27/77
Donald L.

1-26-78 Bid Letting ______ All Clear Deadline

SECTION ELBOW LAKE-GARDINER
Highway Oregon Coast
County Douglas Region 3
Type of Work Overlay Funds STATE
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	No problems identified
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

8674

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 9, 1977

J H Versteeg

FROM: J. H. Versteeg
√Engineering

SUBJECT: Status Report
State Overlays
Klaboe's September Priority List

TO: E. S. Hunter
Technical Services Engineer

Regions 2, 3, 4 and 5 have completed the field work on these priority overlay projects and they are on the contracting schedule for either a December 14 or a January 26 bid opening.

The field survey on the McBride Creek-Bennet Road (Warren) project on the Lower Columbia Highway, and the Warm Springs Intchg.-Salmon River Curves project on the Warm Springs Highway have not been received from Region 1. Time is running out on these Region 1 overlay projects for a January bid opening. Without knowing how much design time will be required it looks like the February bid opening will be the earliest that these projects can be ready for contract.

JHV:jh
cc: Ed Hardt
John Sheldrake
Alfred Shirley
Carl Williams
W. E. Schwartz

[illegible]

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TECHNICAL SERVICES
DEC [illegible] '77
REFER TO
FOR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October ~~18,~~ 1977
10-20-77

J H Versteeg

FROM: J. H. Versteeg
Head of Engineering

SUBJECT: State Construction Program
Ref: Klaboe Letter -
Priority Overlays
September 30, 1977

TO: E. S. Hunter
Technical Services Engineer

The contract letting schedule for the priority overlays is as follows:

1. Region 1 - McBride Creek-Bennet Road Section
   Lower Columbia River Highway
   January 26, 1978, Letting

2. Region 2 - Deer Park Drive-Silver Creek Falls Interchange Section
   North Santiam Highway
   December 22, 1977, Letting

3. Region 3 - Elbow Lake-Gardiner Section
   Oregon Coast Highway
   January 26, 1978, Letting

4. Region 4 - Warm Springs Jct.-Willows Section
   Warm Springs Highway
   January 26, 1978, Letting

5. Region 5 - Grant County Line-Fuqua Creek Section
   John Day-Burns Highway
   December 22, 1977, Letting

We are assuming the complete cooperation of everyone involved and there will be no unusual design problems that may develop. Under this schedule it will be necessary to develop contract plans and specifications almost simultaneously.

JHV:jh
cc: H. S. Coulter
E. L. Hardt
John Sheldrake
Alfred Shirley
Carl Williams
W. E. Schwartz

cy to + Versteeg
10-20-77

10-20-77
Also R/D letter
to Comm. for
approval to contract
as indicated (Nov. Meeting)
ESH

OCT 1 77
Moehring

8674

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 5, 1977

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Elbow Lake-Gardiner Section
Oregon Coast Highway
Douglas County
(State Funds)

We propose to require the contractor on the project to remove the existing guardrail. The contractor will be permitted to use any part of the removed material which meets current standards in the construction of new guardrail.

It is estimated there is about 500 feet of damaged current standard guardrail on the project. We propose to specify these damaged rail members remain the property of the State. The contractor will stockpile the salvaged material in the State Maintenance yard at Reedsport at the direction of the engineer.

FE:ab
cc: Alfred Shirley
Jack Sullivan

1 Versteeg ✓
2 Christensen
__ George
__ Olson
__ Terpin
__ Sullivan
__ Scott
__ Savage

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DEC 12 1977
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9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 5, 1977

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Elbow Lake-Gardiner Section
Oregon Coast Highway
Douglas County

TO: MEMO TO THE FILES

I have reviewed the accident history on this section (M.P. 204.23 to M.P. 209.20) for the five year period from 1972 through 1976.

The computer data does not indicate any specific problem areas and the accident rate is, in general, lower than the State average.

FE:ab
cc: Alfred Shirley

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
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OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 17, 1977

Section Elbow Lake-Gardiner

Unit (if appl) N/A

County Douglas

City Gardiner north 5.4 miles

Highway Oregon Coast

State Hwy. No. 9; US 101

Termini: M.P.(if appl) 203.8 to 209.2

Length 5.4 miles

Region III

Construction Estimate $1,200.00
Program Amount

B. Purpose of Project: The existing highway surface is showing signs of stress. An A.C. overlay and spot safety work, mainly guardrail, are proposed.

C. Origin & History of Project: The existing section was initially constructed from 1928-1933. Significant improvements, chiefly widening and paving, were made in 1953. Some slide correction work was undertaken in 1959, and Gardiner Hill saw the addition of guardrail in 1967.

D. General Description of Project: The northerly terminus is M.P. 203.8 approximately 1/4 mile south of Lake Tahkenitch Forest Camp and the southerly terminus is at MP 209.2 which is at Marsh Street in the town of Gardiner.

Alignment: New ________ Existing XX Combined ________

Typical Section: Existing: No. Lanes 2,3,4; Med. None; Shldrs. 4'; Parking N/A

Proposed: No. Lanes 2,3,4; Med. None; Shldrs. 4'; Parking N/A

Traffic: Existing Facility: Existing ADT 3800-5200; Projected ADT N/A; Yr. 1976

Existing Level of Service N/A

Proposed Facility: Projected ADT ________; Yr. ________

Projected Level of Service ________

734-3953 (10-75)

PMS

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req._________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any: This is a very scarce area for state controlled material sources suitable for paving aggregates. Umpqua Navigation Co. has a permit to remove gravels from the Umpqua River upstream from Reedsport. A commercial source will be specified as the material source.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any: None

Local City, County or COG priorities of project: Not rated

FHWA and/or OSHD approvals given, if any: Approved by letter from F. B. Klaboe to E. S. Hunter dated September 30, 1977 to be constructed as a state construction project.

Location or Design Alternatives (identify and describe):

No change in existing alignment.

Other Descriptive Information or Comments:

None

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The highway climbs a ridge between the Umpqua River and Lake Tahkenitch using 3 and 4 lanes for passing due to the grade. The only way one can see the ocean, the Umpqua River or Lake Tahkenitch is by using an informal turn-out.

   Vegetation is typical of the mid-coast area in general. Prevalent plants include: Douglas fir, Sitka spruce, cedar, alder and waxmyrtle as well as more typical brush species. Marsh plants are evident on the extreme north and south ends of the project.

2. Cultural: No parks are in the area, though there are some informal turn-outs for views of the Umpqua River and Lake Tahkenitch. There are no homes or businesses except on the southerly end near Gardiner where there is a large timber processing firm (International Paper) and the residential housing in Gardiner.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
   Additional right of way will not be required.

2. Estimated Impact on Traffic Patterns:

   No change. Only temporary construction-related traffic impacts.

   Consequences--Air Quality, Noise, Safety, etc.:
   None

3. Estimated Impact on Land Use:

   None

   Consequences:

4. Expected Impact on Natural Ecological Resources:
   There will be some temporary degradation of surface runoff and vegetation adjacent to the roadway.

   Consequences:
   No long-term consequences.

5. Expected Impact on Cultural and Scenic Resources:
   Only temporary, construction related detractions.

   Consequences:
   None

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With: All consistent

a. Clean Air Implementation Plans

b. Noise Standards As this is only an overlay and spot safety project, existing noise levels will remain unchanged. No study report is needed.

c. Water Quality Standards

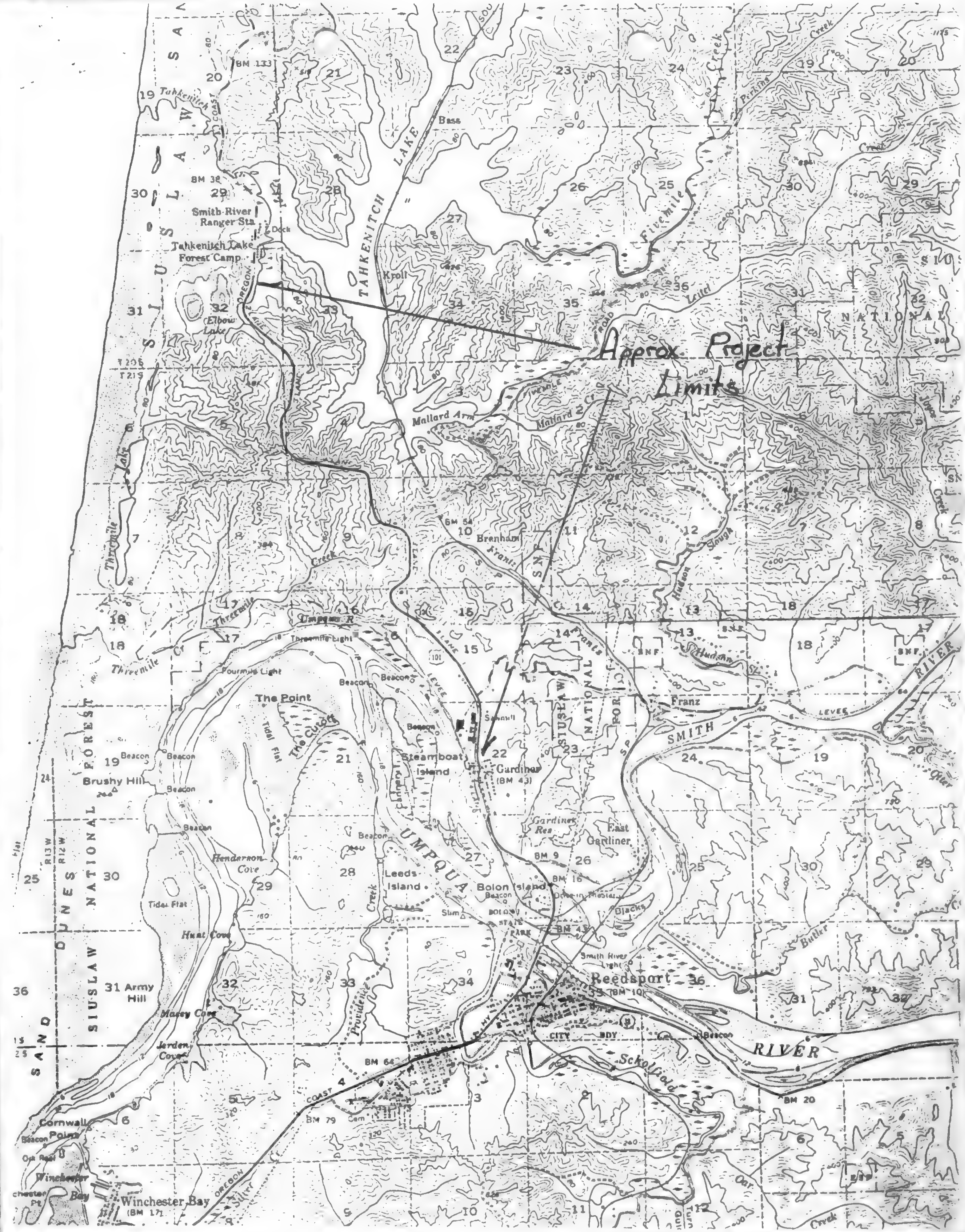
d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: _____ 1 _____ 2 XX 3 _____ 4



Approx Project Limits

8674

October 26, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: For H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

The following State projects are all listed in the Preliminary Six-Year Program, but are not in the current Six-Year Construction Program and will need finance approval in order to be done during the 1978 construction season.

Section	Amount
McBride Creek-Bennet Road Section Lower Columbia River Highway	$ 900,000
Warm Springs Int.-Salmon River Curves Section Warm Springs Highway	$ 600,000
Deer Park Drive-Silver Creek Falls Interchange Sec. North Santiam Highway	$ 475,000
Bellevue-McMinnville Section Salmon River Highway	$ 479,000
Elbow Lake-Gardiner Section Oregon Coast Highway	$1,100,000
Warm Springs Jct.-Willows Section Warm Springs Highway	$ 800,000
Grant County Line-Joaquin Miller Rd. Section John Day-Burns Highway	$ 690,000

The projects are needed pavement overlays and your approval is recommended.

This matter will be on the Consent Calendar for your consideration at the November 15 meeting.

bc:
R. A. Burco
C. W. Head
F. B. Klaboe
L. W. Rulien
E. S. Hunter
R. N. Bothman
George Bell
W. J. Hart
V. E. Skoog
E. L. Hardt, Region 1
John Sheldrake, Region 2
Alfred Shirley, Region 3
Carl Williams, Region 4
Pat Schwartz, Region 5

8674/

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 7, 1977

FROM: Frank E. Terpin
Location Engineer

SUBJECT: State Construction Program
Ref. Klaboe Letter: Priority
Overlays, September 30, 1977

TO: E. S. Hunter
Technical Services Engineer

The following data on the subject projects is supplied for your information.

Region 1 - McBridge Creek-Bennet Road Section
Lower Columbia River Highway

[illegible]

Survey will take four weeks after starting. Can start when construction slows down. Assuming 3½" overlay, construct four left-turn lanes and incidental widening will bring project cost to approximately $900,000. Material source to be commercial. No right of way required. Hardt would like to use the rest of the $1,500,000 on the Warm Springs Highway project. See attached teletype from Region.

Jan letting
Add to planned overlay.

Region 2 - Deer Park Drive-Silver Creek Falls Intchge Section
North Santiam Highway

Simple overlay, no right of way, drainage or widening needed. Survey has been completed. Estimate is about 50% of what is allowed in Klaboe's letter. Sheldrake would like to take the rest and do the Bellevue-McMinnville Section of the Salmon River Highway.

Dec letting
O.K. Let in one Contr.?

Region 3 - Elbow Lake-Gardiner Section
Oregon Coast Highway

Right of way not required, commercial material source. Straight overlay project with 2" leveling and 2" wearing course. Construct 11,100 feet of new guardrail. Estimate, $1,100,000. See attachment from Region.

Dec. letting

Region 4 - Warm Springs Jct-Willows Section
Warm Springs Highway

Crew available to start 10/10/77, one week to do survey. Widening will be performed by State forces. Approximately 1200 feet new guardrail needed, basic section to be 32' top width. Material source is at Pole Hill and is owned by Warm Springs Indians; will need their permission to use. Estimate okay. No right of way required.

Jan letting

Region 5 - Grant County Line-Fuqua Creek Section
John Day-Burns Highway

Dec. letting

Based on prices bid for adjacent job, length of proposed project could be extended to Devine Ridge Road, about 5.1 miles. Twenty-six-foot top width, no grading required. Two-inch AC for leveling and 1½" AC wearing course. No guardrail, right of way or drainage required. Material source available within project limits. Survey completed except for approximately 2 weeks for material source development and checking on material under shoulders.

See attachment from Region.

Attachments

FET:mc

cc J. H. Versteeg (w/att)
R. N. Bothman "
E. L. Hardt "
John Sheldrake "
Alfred Shirley, Jr. "
Carl Williams "
W. E. Schwartz "

6885

LRW LAG 18 10-7-77 8.50 AM

FRANK TERPIN
LOCATION

RE REGION 5 PRIORITY OVERLAY

BASED ON THE COST OF THE COTTONWOOD CREEK- HARNEY COUNTY LINE PROJECT THAT IS NOW UNDERWAY WE RECOMMEND THE FOLLOWING WITH THE $690,000 ALLOTTED TO THIS REGION -

HWY. 48, MP 40.38 TO 51.84 46.7
HARNEY COUNTY LINE TO DEVINE RIDGE ROAD SEC.

51.8
46.7
5.1

26 FOOT WIDE OVERLAY. EXISTING PAVEMENT 20 TO 22 FEET. EXISTING ROADBED WILL ACCOMMODATE 26 FEET WITH NO EMBANKMENT. PRELIMINARY INVESTIGATION INDICATES THERE IS ADEQUATE BASE ROCK UNDER THE EXISTING SHOULDERS FOR THE TWO TO THREE FOOT WIDENING. MUST HAVE AT LEAST 1 1/2 INCH AC LEVELING, 2 INCH RECOMMENDED WITH A 1 1/2 INCH OVERLAY. THIS SECTION IS BADLY OUT OF SHAPE AND BROKEN. THREE INCH MINIMUM OVERLAY REQUIRED.

NO OVXX GUARDRAIL, EXCAVATION, EMBANKMENT, RIGHT OF WAY OR DRAINAGE IS REQUIRED. SURVEY WILL BE LIMITED TO MATERIAL SOURCE DEVELOPMENT PLAN AND FURTHER CHECKING ON MATERIAL UNDER SHOULDERS. MAXIMUM OF TWO WEEKS WORK.

$-33 A
DALE ALLEN

DLM34.

RECEIVED
OCT 7 1977
LOCATION
SECTION

LWR MIL TT11 10-7-77 9P10-? -AM 6883

HACKLEMAN IN LOCATION

HERE IS DATA ON OVERLAY ON LOWER COLUMBIA RIVER HWY BENNETT RD TO MCBRIDE CR. ASSUME 3½ INCH THICKNESS, VARIABLE WIDTH, TONNAGE IS 30,700. AT $20 PER TON, COST IS $614,99// $614,000. 4 L.T.L. NEEDED WITH INCIDENTAL WIDENING COST TOTAL $40,000 WITH 20PERCENT E. AND C. TOTAL COST WOULD BE ABOUT $800,000. SURVEY WILL TAKE 4 WEEKS AND WE COULD FIND PEOPLE FOR IT, THE LATER THE// IN THE SEASON THE BETTER. MATERIAL SOURCE WILL BE COMMERCIAL. SINCE $1,500,000 IS SET UP FOR PROJECT WE WOULD LIKE TO3USE THE EXTRA ON THE VARM SPRINGS HWY OVERLAY IF POSSIBLE. ¼83¾/// FIELD WORK ON THAT IS WELL ALONG.

VK¾4.

TT 11 FROM MIL IS SIGNED BY ED HARDT

VK¾4.

LRW MIL 12 10-7-77 10.45

HACKLEMAN IN LOCATION

ADD TO SENTENCE ABOUT 20 PERCENT E.½ /// E.C. TOTALL COST. ¼94 GROSS ESTIMATIN COST WOULD BE UNDER $1,000,000.

SORRY AND THANK YOU

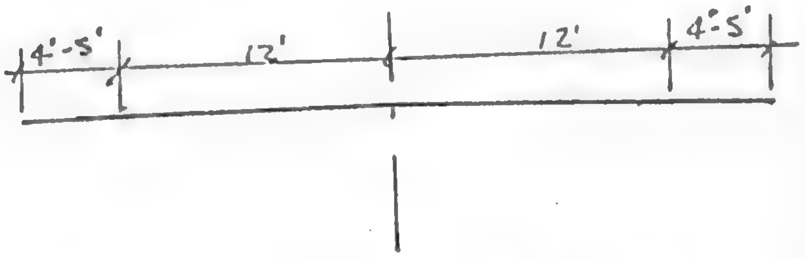
SGW¾4.

Calcul

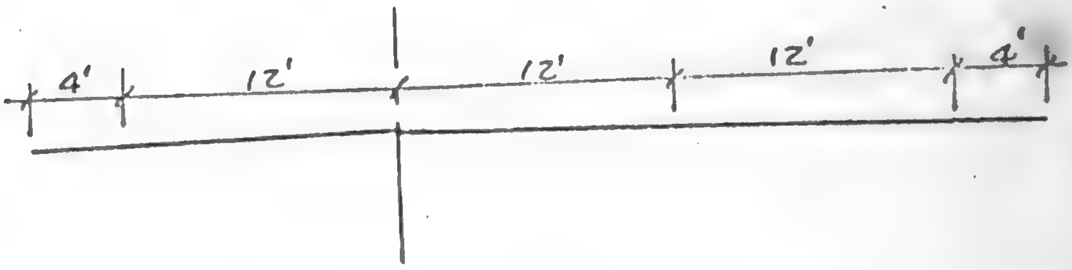
Made

ELBOW LK - GARDINER SECTION

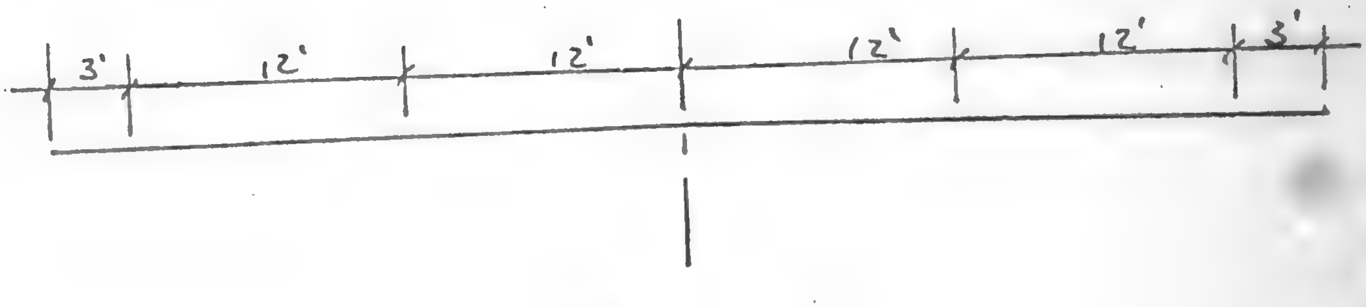
TYPICAL SECTIONS



TWO LANE



THREE LANE



FOUR LANE

2 2

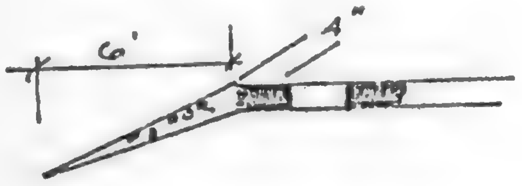
OREGON STATE HIGHWAY DIVISION

Calculations

Made by   Checked by

SHLD. AGGR.

4.97 MI. (2) (5280) = 52,480' (0.037) (1.3) = 2500 Yd³



Area = $\dfrac{6(0.33)}{27(2)}$ = 0.037

1 2

OREGON STATE HIGHWAY DIVISION

Calculat ELBOW LK. - GARDINER SECT. ORE. COAST. HWY.

Made by GRASSMAN 10 1 77 Checked by 19 Backchecked by

OVERLAY QUANTITIES

M.P.	- M.P.	WIDTH	=	FT²
204.23	204.33	34'		17,950
204.33	205.75	44'		329,890
205.75	206.65	54'		256,610
206.65	208.42	44'		411,210
208.42	208.84	46'		102,010
208.84	209.20	34'		64,630
				1,182,300

Assume 2" Leveling + 2" Overlay

1,182,300 (4)(0.00621) = 29,370 Ton

NEW GUARD RAIL

TOTAL = 11,100 FT.

ADJ. GUARD RAIL

TOTAL = 2,640 FT.

A.C. CURB

TOTAL = 2,900 FT.

PRELIMINARY QUANTITY AND COST ESTIMATE

Project: ELBOW LK. - GARDINER Highway OREGON COAST

County: DOUGLAS Date: 10/6/77

ITEM NO.	ITEM	UNIT	QUANTITY	U P
1	AGGR. BASE	CU.YD.	2500	8
2	ASPHALTIC CONC.	TON	30,000	2
3	ADJ. GUAR RAIL	LIN. FT.	2,650	
4	GUARD RAIL, TYPE 2A	LIN. FT.	11,100	
5	A.C. CURB	LIN. FT.	3,000	2
			SUBTOTA	
	ENGINEERING & CONTINGENCIES @ 50%			
	(Incl. Prot. & Dir. of Flagging)		TOTA	
	R/W Not Required			
	Section includes existing climbing lanes			
	both directions.			
	Commercial Mat'l Source			

PRELIMINARY QUANTITY AND COST ESTIMATE

GARDINER Highway OREGON COAST

Date: 10/6/77 page 1 of

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
	CU.YD.	2500	8^{00}	20,000
	TON	30,000	20^{00}	600,000
IC.	LIN. FT.	2,650	2^{00}	5,300
AIL TYPE 2A	LIN. FT.	11,100	8^{00}	88,800
(	LIN. FT.	3,000	2^{00}	6,000
		SUBTOTAL		720,100
CONTINGENCIES @ 50%				360,050
t, & Dir. & Flagging)		TOTAL		$1,080,150

t Required

ncludes existing climbing lane in

h directions.

ial Mat'l Source

8674

8

STATE OF OREGON

INTEROFFICE MEMO

DATE: September 30, 1977

TO: H. S. Coulter
State Highway Engineer

FROM E. S. Hunter
Technical Services Engineer

SUBJECT:

It is my understanding that Mr. Klaboe would like to use some of our bank balance in furthering a State construction overlay and operational improvement program. Additionally, it is now that time of the year when maintenance rock production projects should be identified and placed on the letting schedule for this winter.

It is important for Technical Services to have these projects identified as soon as possible in order that they might be combined with appropriate projects and blended into the letting schedule during the winter months.

ESH:ja

cc F. B. Klaboe
L. W. Rulien
D. H. Moehring ✓
J. H. Versteeg

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: September 30, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Priority Overlays

There are some $10+ million of state construction projects included in our 1977-79 budget. I have been a little concerned about getting at least a portion of that money under contract early enough next year so that we can get the work done during the 1978 construction season.

Each of the five Regions has submitted a priority list of overlays and I have selected the top priority from each Region to work up contracts on so that we will be ready to let them in the January-March area next year. All of these projects are listed in Program B in the new preliminary Six-Year Highway Program.

These contracts are:

Region 1

McBridge Creek-Bennett Road Section of the Lower Columbia River Highway--estimated to cost $1,500,000

Region 2

The Deer Park Drive, S.E.-Junction Silver Creek Falls Highway Section of the North Santiam Highway--estimated to cost $954,000

Region 3

Elbow Lake-Gardner Section of the Oregon Coast Highway--estimated to cost $1,200,000

Region 4

Warm Springs Junction-Willow Section of the Warm Springs Highway--estimated to cost $800,000

Region 5

Harney County Line-Fuqua Creek Section of the John Day-Burns Highway--estimated to cost $690,000.

Please work up these jobs this fall and winter in anticipation of Commission approval early next year.

FBK:srb

cc: Robert A. Burco
H. S. Coulter
L. W. Rulien
D. H. Moehring

8675 Lincoln Co. Line-Heceta 1978
Head Sec. of Oreg. Coast Hwy.
north of Florence (Paving)

867

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lincoln and Lane	DIVISION Oregon
DATE OF REPORT 5-20-80	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-2-3(1)
COMPLETION DATE 11-3-78	ACCEPTANCE DATE BY CONTRACT AGENCY 2-11-80	TIME ELAPSED 100 %	CONTRACT TIME 240 days
APPROVED EXTENSIONS --	LOCATION --		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LINCOLN COUNTY LINE TO HECETA HEAD
OREGON COAST HIGHWAY
Pavement Overlay & Safety

Project Description

This project provided for overlaying the existing pavement with 1½ inches of open-grade asphaltic concrete and upgrading of deficient guard rail. The existing section was quite distorted. A leveling course of dense graded AC was used to restore the cross section prior to the overlay. The finished surface was treated with about two-tenths asphaltic emulsion and blotted with sand.

Existing guard rail represented several generations of guard rail design. Deficient guard rail was either modified or replaced. Delineation was added with paddle boards and cats' eyes. Existing narrow sections were widened where practical.

Traffic wore the sand-asphalt choke placed on the "E" mix leaving a course open-graded surface with good drainage and skid resistance characteristics.

RECEIVED
STATE HWY ENGR
JUN 2 '80
REFER TO
Keasey
FOR

6/2
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5/30/80	TITLE Field Operations Engineer	DATE 5/30/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

February 15, 1980

Seaboard Surety Company
Seattle First National Bank Building
1001 4th Avenue
Seattle, WA 98154

CCN 5
Contract #8675

Gentlemen:

On February 13, 1980, we wrote you concerning release of final payment on Contract No. 8675 awarded to J. C. Compton Co. for paving on the Lincoln County Line-Heceta Head Section of the Oregon Coast Highway in Lincoln and Lane Counties.

The total contract amount is $1,193,174.40 including $1,636.34 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dme

cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
Alfred Shirley

#8675

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
2191 E. 15 Avenue
Eugene, Oregon 97403

In Reply Refer to
File No.:

9
5 November 1979

J. C. Compton Co
P.O. Box 86
McMinnville, Oregon 97128

RE: Lincoln County Line-Heceta Head Project
Contract: 8675
Extra Work Order No. 3

We are in receipt of your Force Account billings for E.W.O. No. 3 on subject project, and are still unable to reconcile your invoices.

Your Labor Invoice appears to be justifiable, but the rate used for the D6 Bulldozer on Equipment Rental Invoice appears to have been taken from new rental rate book which did not go into effect until 1 October 1979. Your invoice covers work done in May 1978 and should reflect rate in effect at that time, namely $17.70/hr plus 6% allowable increase. However, if your cost for renting this equipment was $29.90/hr as you have indicated, please attach a copy of your invoice to Equipment Rental sheet.

Also, you did not submit a billing for cost of transporting the D6 to job site. This should be reflected on Equipment Rental sheet and a copy of your invoice for this transportation cost attached.

Please submit the corrected invoices as soon as possible.

RECEIVED
STATE HWY ENGR
[illegible] 1979
REFER TO
FOR
R/D D/S Sec Act

Ellis H Jones
Ellis H. Jones
Resident Engineer

11/9/79
cc: H.S. Coulter ✓
This is an example
of how long it takes
to finalize a
project with
Emerson Page
Bud S.

ROSEBURG REGION
RECEIVED
NOV 14 1979

[✓ RE]	RME	[✓ RCE]	ROE	TE
RUE	DES	RSR	RPR	RLE
ENV	FAE	RBI	SEC	

EHJ/fs
Enclosures
cc: Construction
Region
File

Form 734-3122

8675

file
9

Road design Section 378-6558

Ellis Jones
Resident Engineer

September 14, 1979

Fred Eriksen
Design Engineer Supervisor

Lincoln County Line-Heceta Head Section
Oregon Coast Highway
Lane County

From the "as constructed narrative report" it seems the paving work went quite rapidly. The problem you mention with the "E" mix seal was, I understand, occurring on other projects.

We did not anticipate the need for long guardrail posts, but I guess we should have. Most of us, I believe, have recollections of the narrow roadway and steep fill slopes along that section. We usually rely quite heavily on the Engineer's reviewing preliminary plans to pick up that kind of omission.

FE:ab
cc: Alfred Shirley

8675 9

Project: Lincoln County Line - Heceta Head
Contract: 8675
Prefix: 20-1009

	Total Authorizastion	Semi-Final Estimate	% Overrun or Underrun
Contract Bid Items:	$1,165,439.25	$1,202,665.70	+ 3.2%
Anticipated Items:	26,700.00	12,254.96	(-)54.1%
Contingencies:	53,646.27	(-) 5.32	(-)100.0%
Engineering:	95,371.14	103,614.97	+ 8.6%
Adjustments for Out-Of-Specs Asphalt Concrete, B.I. #16 & 17	-	(-)1,701.20	-
TOTAL:	$1,341,156.66	$1,316,829.11	(-) 1.8%

- -

Explanation of Overruns and Underruns

Bid Item #	Description	Unit	Authorized	Used	% Overrun or Underrun
1	Furnish Field Laboratory	Each	1	1	-0-
2	Mobilization	L.S.	100%	All	-0-
3	Temporary Protection and Direction of Traffic	L.S.	100%	All	-0-
4	Temporary Signs Planned quantity for signing was for work being performed at one locatation only. Contractor was working at more than one location at a time, necessitating additional signing.	Sq. Ft.	565	1117	+97.7%
5	Temporary Barricades Barricades not needed on this project.	Each	2	0	(-)100.0%
6	Flagmen More flagging hours required than had been anticipated.	Hours	2000	2415.50	+20.8%
7	Pilot Car All that was required on this project.	Hours	300	174.50	(-)41.8%
8	Removal of Structures and Obstructions.	L.S.	100%	All	-0-
9	Moving Costs	L.S.	100%	All	-0-

REFERRED TO
Beard Staudenmayer
Cole Semple
✓ Erikson F.E. Watson
Hagar Dorn Lee
[✓ Return] Discuss See File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
✓ Christensen
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
JUL 23 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Project: Lincoln County Line - Heceta Head
Contract: 8675
Prefix: 20-1009

Explanation of Overruns and Underruns (Continued)

Bid Item #	Description	Unit	Authorized	Used	% Overrun or Underru
10	Blade Grader Contractor's operation required less hours than had been anticipated.(BI# 10,	Hours	120	39.50	(-)67.1%
11	Front End Loader Refer Bid Item #10.	Hours	60	13.50	(-)77.5%
12	Dump Truck Refer Bid Item #10)	Hours	60	19	(-)68.3%
13	Watering Watering not required on this project.	M-Gal	160	0	(-)100.0%
14	Aggregate Shoulders More aggregate shoulder material needed at intersections and bridge structure than had been anticipated.	Ton	5150	5729.05	+11.2%
15	Aggregate Base	Ton	730	677.60	(-)7.2%
16	Cl. "B" A/C Mixture in Leveling and Base Courses	Ton	22,000	22,196.82	+0.9%
17	Class "E" Asphalt Concrete Mixture	Ton	16,400	16,575.29	+1.1%
18	Asphalt Cement in Mixture	Ton	2580	2464.50	(-)4.5%
19	Portland Cement or Lime Additive in Cl. "E" Mixture Additional additive required to facilitate proper placement and finishing of mixture.	Ton	164	187.115	+14.1%
20	Asphalt in Tack Coat Less asphalt required than had been anticipated.	Ton	70	48.37	(-)30.9%
21	Asphalt-Rubber Chip Seal	Sq. Yd.	3410	3413.40	-0-
22	Raise Deck Joint Concrete Dams	Lin. Ft.	90	90	-0-
23	Raise Deck Joint Steel Dams	Lin. Ft.	60	60	-0-
24	Aggregate in Seal Coat Additional aggregate required.	Ton	370	478.80	+29.4%
25	Asphalt in Seal Coat	Ton	220	199.09	(-)9.5%

Project: LIncoln County Line - Heceta Head
Contract: 8675
Prefix: 20-1009

Explanation of Overruns and Underruns (Continued)

Bid Item #	Description	Unit	Authorized	Used	% Overru or Underr
26	12" Culvert Pipe	Lin. Ft.	24	24	-0-
27	18" Culvert Pipe Due to the depth and width of existing ditches which could not accommodate placement of 18" culvert pipe, a section of pipe was deleted from plans. (Refe B.I. #32)	Lin. Ft.	480	160	(-)66.7%
28	Concrete Inlets Type G-1	Each	2	2	-0-
29	Adjust Guard Rail More adjustment of guard rail was required to raise to proper height and produce the desired overall appearance.	Lin. Ft.	2340	4312.50	+54.3%
30	Guard Rail, Type 2A Refer Price Agreement No. 3. The increase in guardrail was in areas where there is a narrow paved shoulder and no rock shoulder.	Lin. Ft.	9690	15,256.24	+57.4%
31	Guard Rail Anchors, Bype 1 REfer Price Agreement No. 3. This overrun was due to the increase of new rail installations.	EAch	26	35	+34.6%
32	Guard Rail Anchors, Type 2 Refer Price Agreement No. 3. This underrum was due to the depth and width of the existing ditches which could not accommodate the placement of an 18" dulvert for drainage without extensive reworking of existing slopes.	Each	15	12	(-)20.0%
33	Rail End Pieces, Type C Refer Price Agreement No. 3. Reason for overrun same as for B.I. #31.	Each	29	36	+24.1%
34	Guard Rail on Bridges	Lin. Ft.	2700	2674	(-)1.0%
35	Extra for Asphalt Approaches	Each	92	95	+3.3%
36	Drainage Curbs	Lin. Ft.	2645	2631	(-)0.5%
37	Delineators Fewer delineators required.	Each	640	623	(-)2.7%
PA #1	On-The-Job Training Project completed before anticipated training hours could be provided.	Hours	2000	515	(-)74.3%
PA #2	Install Guard Rail Posts 8" x 8" x8' were installed in place of 8" x8"x6' posts to provide adequate stability for effective guard rail installation where steep drop-off existed along edge of pavement.	EAch	140	140	-0-

Project: Lincoln County Line - Heceta Head
Contract: 8675
Prefix: 20-1009

Explanation of Overruns and Underruns (Continued)

Bid Item #	Description	Unit	Authorized	Used	% Overruns or Underru
PA #3	Document quantity changes for Bid Items 30 thru 33.				- - - -
PA #4	Credit contract for installation of Salvaged Guard Rail	Lin. Ft.	3212.50	3212.50	-0-
Adjustment #5	Price Reduction for Non-Spec Asphalt Concrete, B.I. #17	L.S.	100%	All	-0-
Adjustment #6	Price Reduction for Non-Spec Asphalt Concrete, B.I. #16	L.S.	100%	All	-0-
EWO #1	State Responsibility for Damages	$	1636.34	1636.34	-0-
SFO #1	Perm. Pavement Striping	$	4100.00	600.91	(-)85.3%
	Anticipated Item. Striping Crew charged to incorrect SFO. Should have charged SFO #2.				
SFO #2	Temp. Pavement Striping	$	2200.00	4522.94	+105.6%
	Anticipated Item. Striping Crew charged to incorrect SFO. Should have charged S				
SFO #3	Perm. Bikeway Signs, Markers and Stripes	$	7300.00	5082.77	(-)30.4%
	Anticipated Item.				
SFO #4	Burn-off Excess Oil	$	472.96	472.96	-0-
SFO #5	Salvaged Guard Rail	$	1474.22	1474.22	-0-

8675

STATE COPY 2

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	8-164
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-22-79

Form Approved; O M B No. 04-R2089

State
Oregon

County
Lane & Lincoln

Project Number
F-2-3(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 6, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,368,257.00	$ 1,373,970.00
Federal funds	$ 1,173,933.00	$ 1,179,450.00
Other revisions		

This modification is made for the following reasons:

To include approved SFO#3

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of August, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By DHHubberling

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, OR August 14, 1979

Federal Aid Project
No. F-2-3(1)

Lincoln Co. Line-Hecta Head Section
Oregon Coast Highway
Lane & Lincoln Counties

Revised Project Agreement Estimate

Type Code PE Preliminary Engineering	All Required	$ 46,000.00
Type Code 6201 Roadway (Sta. 672+50 to Sta. 823+57.5) (Sta. 901+16.4 to Sta. 1325+95.3)(Sta. 2+30.3 to Sta. 6+80)		
Subtotal of previous estimate of February 24, 1978		$1,175,339.25
Revised Estimate Bikeway Signs, Marks & Stripes (SFO#3)	All Required	5,082.77
	Increase	5,082.77
	Subtotal	1,180,422.02
	Engineering	147,547.98
	Total	$1,327,970.00

Length of Project. . . . . . 10.944 miles
Cost of Roadway Per Mile . . $121,342.29

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 46,000.00	$ 39,468.00	$ 6,532.00
Roadway	1,327,970.00	1,139,982.00	187,988.00
Total	$1,373,970.00	$1,179,450.00	$194,520.00

Group 1 - 100% Group 8 - 00%
Contract No. 8675
Prefix - 20-1009
Prefix - 20-1906

8675

STATE COPY

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-40		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane & Lincoln
MODIFICATION NUMBER	3-6-78	Project Number F-2-3(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 4, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 20,500.00	$ 1,368,257.00
Federal funds	$ 17,589.00	$ 1,173,933.00
Other revisions		

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6 th day of March, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By J H Westing for

Technical Services Engineer
(Title)

By ______

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

86717

file

Oregon State Highway Division
Salem, Oregon, February 24, 1978

Federal Aid Project
No. F-2-3(1)

Lincoln Co. Line - Heceta Head Section
Oregon Coast Highway
Lane and Lincoln Counties

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 46,000.00

Type Code 6201
Roadway (Sta. 672+50 to Sta. 823+57.5)(Sta. 901+16.4 to Sta. 1325+95.3)
(Sta. 2+30.3 to Sta. 6+80)

Furnishing Field Laboratory	1 Each	1,500.00	1,500.00
Mobilization	All Required		92,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	565 Sq.Ft.	6.00	3,390.00
Temporary Barricades	2 Each	100.00	200.00
Flagmen	2,000 Hour	1.00	2,000.00
Pilot Car	300 Hour	1.00	300.00
Removal of Structures and Obstructions	All Required		9,000.00
Moving Costs	All Required		500.00
Blade Grader	120 Hour	35.00	4,200.00
Front End Loader	60 Hour	40.00	2,400.00
Dump Truck	60 Hour	35.00	2,100.00
Watering	160 M.Gal.	5.00	800.00
Aggregate Shoulders	5,150 Ton	8.95	46,092.50
Aggregate Base	730 Ton	8.95	6,533.50
Class "B" Asphalt Concrete, Mixture in leveling and Base Course	22,000 Ton	11.95	262,900.00
Class "E" Asphalt Concrete Mixture	16,400 Ton	11.95	195,980.00
Asphalt Cement in Mixture	2,580 Ton	94.00	242,520.00
Portland Cement or Lime Additive in Class "E" Mixture	164 Ton	75.00	12,300.00
Asphalt in Tack Coat	70 Ton	125.00	8,750.00
Asphalt-Rubber Chipseal	3,410 Sq.Yd.	11.50	39,215.00

Raise Deck Joint, Concrete Dams	90 Lin.Ft.	78.00	7,020.00
Raise Deck Joint, Steel Dams	60 Lin.Ft.	50.00	3,000.00
Aggregate in Seal Coat	370 Ton	15.00	5,550.00
Asphalt in Seal Coat	220 Ton	135.00	29,700.00
12-inch Culvert Pipe	24 Lin.Ft.	11.00	264.00
18-inch Culvert Pipe	480 Lin.Ft.	13.80	6,624.00
Concrete Inlets, Type G-1	2 Each	350.00	700.00
Adjust Guard Rail	2,340 Lin.Ft.	2.00	4,680.00
Guard Rail, Type 2A	9,690 Lin.Ft.	7.50	72,675.00
Guard Rail Anchors, Type 1	26 Each	350.00	9,100.00
Guard Rail Anchors, Type 2	15 Each	350.00	5,250.00
Rail End Pieces, Type C	29 Each	220.00	6,380.00
Guard Rail on Bridges	2,700 Lin.Ft.	19.00	51,300.00
Extra for Asphalt Approaches	92 Each	150.00	13,800.00
Drainage Curbs	2,645 Lin.Ft.	1.45	3,835.25
Delineators	640 Each	17.00	10,880.00
			$1,165,439.25

Anticipated Items

Permanent Pavement Striping	(S.F.)	All Required	$ 4,100.00
Temporary Pavement Striping	(S.F.)	All Required	2,200.00
Temporary Erosion Control	(E.W.)	All Required	2,000.00
On the Job Trainees (2 at $800)	(E.W.)	All Required	1,600.00
			$ 9,900.00

Subtotal	$1,175,339.25
Engineering	146,917.75
Total	$1,322,257.00

Length of Project - - - - - - - - - - - - 10.994 mi.
Cost of Roadway per mile - - - - - - - - $120,270.78

Work Retained in Program Status
(Not included in amouns below)

Cleaning at Roadside Ditches and Fallouts	All Required	$ 7,500.00
Bikeway Signs and Striping	All Required	7,300.00

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 46,000	$ 39,468	$ 6,532
Roadway	1,322,257	1,134,465	187,792
Total	$1,368,257	$1,173,933	$194,324

Group 1 100% Group 8 00%

Contract No. 8675

Prefix 20-1009

Prefix 20-1906

Oregon State Highway Division

Federal Aid Project
No. F-2-3(1)

LINCOLN CO. LINE - HECETA HEAD SECTION
(Nonparticipating - State Work)

State Responsibility for Damages	All Required	$ 2,000.00

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
8-37

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

8-4-77

State: Oregon
County: Lane
Project No.: F-2-3(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Lincoln Co. Line, S. 10.8 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4/20/77	10.78
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 20,500	$ 17,589

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Technical Services Engineer
(Title)
By
~~State Highway Engineer~~
(Title)
By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator AUG 04 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

[illegible]

Oregon State Highway Division
Salem, Oregon July 28, 1977

Federal Aid Project
No. F-2-3(1)

LINCOLN COUNTY LINE-HECETA HEAD SECTION

OREGON COAST HWY. IN LANE COUNTY

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$20,500.00
	TOTAL	$20,500.00

Length of Project - - - - - - - - - - - - - - 10.78 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 20,500.00	$ 17,589.00	$ 2,911.00
Retain in Program			
Construction	519,500.00	445,731.00	73,769.00
TOTAL	$540,000.00	$463,320.00	$76,680.00

PREFIX: 20-1906 P.E.

8675

REPORT NO. 61

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: LINCOLN CO. LINE-HECETA HEAD

WEEK ENDING: 30 JUNE 1979

SECTION PREFIX: 20-1009

HIGHWAY: OREGON COAST

COUNTY: LINCOLN & LANE

NAME OF JOB: LINCOLN CO.LINE-HECETA HEAD

KIND OF WORK: PAVING

FEDERAL AID PROJECT NUMBER: F-2-3(1)

CONTRACTOR: J.C. COMPTON CO.

CONTRACT NUMBER: 8675

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: JANUARY 30, 1978

DATE WORK STARTED: MAY 2, 1978

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 240 CWD

CALENDAR DAYS USED: 240

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100.0%

PROJECT AUTHORIZATION: $1341156.66

EXCLUSIVE OF ENGINEERING: $1245785.52

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

ENGINEERING AUTHORIZATION: $95371.14

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97.4%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1213425.00

ENGINEERING COST TO DATE: $103615.00

THIS WEEK 286.44

DATE PROJECT WAS COMPLETED: 3 NOV. 1978

ESTIMATED PERCENT: underrun 2.6 %

PERCENT OF AUTHORIZATION: 108.6 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	GUARDRAIL	CHIP SEAL
	100.%		100.%	100.%		100.%	100.%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		10.89			10.89
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		5880.0 TN			1734.0 TN
TOTAL QUANTITIES CORRECTED TO DATE		6406.6 TN			2101.6 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		6406.6 TN			2101.6 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~XXXXXX~~NO.	DRAINAGE CURBS	RAISE DECK JT.						
PERCENT	100.%	100.%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	CLEAR	0		
TUESDAY	CLEAR	0		
WEDNESDAY	CLEAR	0		
THURSDAY	PARTLY CLOUDY	0		
FRIDAY	MOSTLY CLOUDY	0		
SATURDAY		0		

RECEIVED
JUL 2 1979
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

READY

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Lincoln County Line - Heceta Head - for week of June 24 thru 30, 1979.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This Week: No activity.

Next Week: No activity anticipated.

NOTE: Project work complete. Semi-final to be submitted 2 July 1979.
FINAL REPORT.

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8675

8

February 13, 1979

Becker, Sipprell & Hunt
Attorneys at Law
421 S. W. Sixth Avenue
Portland, OR 97204

Attention: Millard M. Becker

Gentlemen:

Thank you for a copy of your letter of February 9, 1979, with attached Satisfaction of Claim from G. F. Webb, Inc., stating their claim has been fully paid and satisfied.

This appears to be in reference to the J. C. Compton Company Contract No. 8675, Lincoln and Lane Counties, which was filed in January of this year in the amount of $12,259.75.

This information is being noted in our records and we will advise the surety and the principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Seaboard Surety Company
1001 4th Avenue
Seattle, Washington 98154

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

NOTED ON CARD
2-13-79

BECKER & SIPPRELL
ATTORNEYS AT LAW
414 COMMONWEALTH BUILDING
421 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

MILLARD M. BECKER
RALPH C. SIPPRELL
LAWRENCE B. HUNT

TELEPHONE
228-1162

February 9, 1979

Ms. Norma Paulus
Secretary of State
Room 136
State Capitol Building
Salem, Oregon 97310

Re: G. F. Webb v Hatch & Compton

Dear Ms. Paulus:

Enclosed for filing is a Satisfaction of Claim concerning contract #8675 let through the Department of Transportation covering Heceta Head Section of Highway 101 in Lincoln County, Oregon. The claim on said bond was filed in your office January 4, 1979.

Very truly yours,

BECKER, SIPPRELL & HUNT

Millard M. Becker

jmt
enclosure

cc: G. F. Webb, Inc./encl.
R. A. Hatch Co. /encl.
J. C. Compton Co./encl.
Department of Transportation/encl.
Att: Mr. C. W. Head

NOTED
C. W. HEAD

RECEIVED
FEB 12 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SATISFACTION OF CLAIM

TO: State of Oregon, by and through its Department of Transportation
Attention: Mr. C. W. Head, 121 Transportation Building,
Salem, Oregon 97310

This will certify that a certain claim of G. F. Webb, Inc., an Oregon corporation, as claimant, dated December 28, 1978, and filed in the office of the Secretary of State, January 4, 1979, wherein the said G. F. Webb, Inc. was claiming on the bond of J. C. Compton Company as principal and against Seaboard Surety Company as its surety for labor and materials provided in guardrail installation and ditch maintenance and general highway maintenance on Highway 101 in Lane County, known as Lincoln County to Heceta head section, contract number 8675 has been fully paid and satisfied and the said Secretary of State and the said Department of Transportation are authorized and directed to enter this Satisfaction of Claim of record.

Dated this 1 day of February, 1979.

G. F. WEBB, INC.

By ______________________
President, Gary F. Webb

STATE OF OREGON)
) ss.
County of Multnomah)

I, Gary F. Webb, being duly sworn, on oath depose and say:

That I am the President of G. F. Webb, Inc., a corporation and that I make the foregoing Satisfaction of Claim on behalf of said corporation and with its authority.

Gary F. Webb

Subscribed and sworn to before me this 2 day of February, 1979.

Notary Public for Washington
My commission expires: 11/8/80

RECEIVED
FEB 12 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

867- 5314

bc Secretary of [illegible]te ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 9, 1979

RECEIVED
JAN 10 1979
NORMA PAULUS
SECRETARY OF STATE

Millard H. Becker
Becker & Sipprell
Attorneys at Law
421 S.W. Sixth Avenue
Portland, OR 97204

FILED
JAN 10 1979
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Becker:

This is in reply to your letter of January 2 with attached Affidavit and Notice of Claim informing us that G. F. Webb, Inc., has a claim for labor for concrete drilling and for bits expended in the amount of $12,259.75 under contract with R. A. Hatch Company, subcontractor under the J. C. Compton Company.

From the description given in the notice, this appears to be in connection with J. C. Compton Co. Contract No. 8675, for paving on the Lincoln County Line-Heceta Head Section of the Oregon Coast Highway in Lincoln and Lane Counties.

The Seaboard Surety Company furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

NOTED ON CARD
1-12-79

As requested, we are attaching a certified copy of the J. C. Compton Co. Contract No. 8675.

Please advise this office when this claim has been satisfied.

NOTED
C. W. HEAD

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
JAN 12 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:dda
Att.

cc Seaboard Surety Company
Seattle 1st National
Bank Building
1001 4th Avenue
Seattle, WA 98154

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

BECKER & SIPPRELL
ATTORNEYS AT LAW
414 COMMONWEALTH BUILDING
421 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

MILLARD M. BECKER
RALPH C. SIPPRELL
LAWRENCE B. HUNT

TELEPHONE
226-1162

January 2, 1979

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. C. W. Head, Commission Services

Re: Highway Division Contract Number 8675-
Heceta Head Paving Project

Dear Mr. Head:

This office represents Gary F. Webb, Inc., and a claim against R. A. Hatch and J. C. Compton Company for unpaid labor on the above-referred to contract. Enclosed is an Affidavit of Mr. Gary F. Webb concerning the claim. Also enclosed is a notice of claim for filing.

We would appreciate your providing to us a certified copy of the contract between the Highway Division and J. C. Compton as well as a certified copy of the surety bond. We would need this for evidence in the case. Thank you very much.

Very truly yours,

BECKER & SIPPRELL

Millard M. Becker

cc: G. F. Webb, Inc.

fw

RECEIVED
JAN 4 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AFFIDAVIT OF CLAIMANT

RE: G. F. WEBB, INC. v. R. A. HATCH

STATE OF OREGON)
)
County of Multnomah)

I, Gary F. Webb, being duly sworn, on oath depose and say:

I am the President of G. F. Webb, Inc., an Oregon corporation and on or about March 21, 1978, I entered into a contract with R. A. Hatch Company to perform certain labor and furnish tools and material in the performance of said labor on a section of Highway 101 in Lane County which is known as the Lincoln County line to Heceta head section of Highway 101.

Said contract was a public works contract led by the State of Oregon by and through its Department of Transportation, contract number 8675 wherein J. C. Compton Company of McMinneville, Oregon was the general or prime contractor and R. A. Hatch Company was the subcontractor.

The corporation performed services in drilling holes in concrete bridges for the installation of guardrails and in the process of said drilling, expended certain number of drill bits and the combined price and reasonable value of the services performed and the tools used was $12,259.75 which has not been paid.

On behalf of G. F. Webb, Inc., I am making a claim on the bond of the said J. C. Compton Company for said sum and for the purpose of making such claim, I need the certified copy of the contract number 8675 and a certified copy of the bond taken by the Department of Transportation from J. C. Compton Company wherein Seaboard Surety Company is the surety. Make this Affidavit for the purpose of obtaining such copies.

Gary F. Webb, President

Subscribed and sworn to before me this 28th day of December, 1978.

Notary Public for Oregon
My commission expires: 2-3-80

LAWRENCE HUNT

RECEIVED
JAN 4 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: State of Oregon, by and through its Department of Transportation
Attention: Mr. C. W. Head, 121 Transportation Building, Salem,
Oregon 97310

Notice is hereby given that the undersigned, G. F. Webb, Inc., an Oregon corporation, claimant, has a claim for labor for concrete drilling and for bits expended in said drilling on public bridges under a contract with R. A. Hatch Company a subcontractor of J. C. Compton Company, prime contractor in the sum of $12,259.75 against the bond taken from the said J. C. Compton Company as principal, and Seaboard Surety Company, its surety. The nature of the work for which the bond was taken was paving, guardrail installation, ditch maintenance and work and general maintenance on Highway 101 in Lane County, known as the Lincoln County line to Heceta head section, contract number 8675.

Dated this [illegible] day of [illegible], 1978.

G. F. Webb, Inc.

By____________________
President, Gary F. Webb

STATE OF OREGON)
) ss.
County of Multnomah)

I, Gary F. Webb, being duly sworn, on oath depose and say:

That I am the President of G. F. Webb, Inc., a corporation and that I make the foregoing Notice of Claim on behalf of said corporation and that the statements made therein are true as I verily believe.

____
Gary F. Webb

Subscribed and sworn to before me this 28th day of

Decemb., 1978.

Notary Public for Oregon
My commission expires: [illegible]

LAWRENCE E. HUNT

RECEIVED
JAN 4 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8675

[illegible] W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: December 18, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-2-3(1)

Contract 8675, Work Completed 11/3/78
Project Lincoln Co. Line-Heceta Head
Highway Oregon Coast
Counties Lincoln and Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 1, 1978

NOTED
H.S. COULTER

G. K. Hossner
for G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
JAN 17 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RDC:mk

cc: H. S. Coulter
~~C. T. Keasey~~
Alfred Shirley, Jr.
R. D. Church

Routing
RECEIVED
JAN 16 1979
CONSTRUCTION SECTION

Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

8175

STATE COPY

U.S. DI RTMENT OF TRANSPORTATION
FED L HIGHWAY ADMINISTRATION

CC: State (H. S. Coulter)

INTERMEDIATE AND FINAL INSPECTION REPORT

(*Check appropriate box*) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Lincoln & Lane	DIVISION Oregon

IN COMPANY WITH
J. Gix and E. Jones, OSHD

DATE OF INSPECTION 12-1-78	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. F-2-3(1)	
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

LINCOLN CO. LINE to HECETA HEAD
OREGON COAST HIGHWAY
Pavement Overlay and Safety

Project Description
This project provided for overlaying the existing pavement with 1¼ inches of open-grade asphaltic concrete and upgrading of deficient guardrail. The existing section was quite distorted. A leveling course of dense graded AC was used to restore the cross section prior to the overlay. The finished surface was treated with about two-tenths asphaltic emulsion and blotted with sand.

Existing guardrail represented several generations of guardrail design. Deficient guardrail was either modified or replaced. Delineation was added with paddle boards and cats' eyes. Existing narrow sections were widened where practical.

Findings
The finished pavement provided a very smooth ride. The asphalt emulsion did not penetrate as originally anticipated leaving a rich-smooth (low skid resistant) surface. This procedure has been discontinued on future projects. Traffic wear has eroded much of the surface asphalt leaving a rougher texture than existed immediately following the choke seal. Visually I judge the surface texture of the "choked" 'E' mix-presently to be about the same as a 'C'-mix. It appears traffic wear will continue to erode the surface asphalt thereby improving the skid resistance and drainage characteristics of the pavement surface.

The project appears to have been constructed in substantial compliance with the contract requirements, therefore, acceptance is recommended.

RECEIVED
STATE HWY ENGR
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12-14
Cy Keasey

FORM FHWA-1448 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

#8675

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: August 16, 1978

In reply refer to: HFO-OR

SUBJECT: Oregon Project F-2-3(1)
Lincoln Co. Line - Heceta Head
State Force Order No. 4

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Oregon Department of Transportation
Salem, Oregon

By August 4 memorandum Mr. Keasey requested our participation in subject State Force Order. While we agree the excess asphalt creates an unsafe condition and must be removed, we do not agree that this is participating-type work.

With reasonable care and proper control the excess asphalt condition would not have occurred. We realize this type work was relatively new but as a consequence adequate guidance should have been provided to the Resident Engineer in order to alert him to possible problems that could be expected. The Resident Engineer should have been given a clear understanding of the intended results and provided with some direct guidance which undoubtedly would be necessary at the commencement of this new and different type work.

The unsigned SFO is returned herewith.

G. K. [illegible]
for G. L. Green

Enclosure

RECEIVED
STATE HWY ENGR
AUG 17 '78
REFER TO [illegible]
FOR

orig. to

Form A-105 5M

GON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Lincoln Co. Line - Heceta Head Date July 24 19 78

Highway Oregon Coast Contract No. 8675 F. A. Project No. F-2-3(1)

County Lincoln - Lane Prefix 20-1009 Account No.

Description of Work To Be Done: Burning off of excess oil on existing highway surface.

Location by Station Numbers:

695+00 to 705+00

Estimate of Quantities and Costs:

Labor	$ 1,500.00
Equipment	200.00
Materials	200.00
Total:	$ 1,900.00

Explanation: The seal coat applied at the rate of .24 per square yard over this section did not fully penetrate the "E" mix causing the pavement to be excessively slick when wet. This problem area is on a steep grade with a fully supered 180 degree curve which probably permitted the seal coat to migrate into this area.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $

Present estimate of project cost, including $1,900.00 for work under this order $

Expected under-run / over-run (amount) . . . . . . $

Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: Ellis Boice Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: O. B. Jackman ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ For Constr. ~~Office~~ Engineer.

8-2-78

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

9

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-2-3(1)

STATE PROJECT NO. See below

COUNTY NAME Lane-Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70123

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Primary 2
1-4-78	6-28-78	STATE ROUTE NUMBER	Primary 9

GENERAL LOCATION:

Lincoln County Line-Heceta Head Sect.

GENERAL DESCRIPTION OF WORK:

Furnish and install permanent bikeway signing, pavement markers and striping.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will fonfirm the advance authorization date of 6-28-78, as requested in Mr. Keasey's letter of 7-12-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $7,300 Federal Funds $6,264.

8-1

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28-78	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8675

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Alfred Shirley
Ellis Jones

February 21, 1978

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8675 for paving on the Lincoln County Line-Heceta Head Section of the Oregon Coast Highway in Lincoln and Lane Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Seaboard Surety Company
90 William Street
New York, NY 10038

letter of transmittal

J. C. COMPTON CO.
POST OFFICE BOX 86
McMINNVILLE, OREGON 97128
PHONE 472-4155

DATE February 7, 1978	JOB NO. 8675
ATTENTION	
RE	

TO
Department of Transportation
121 Transportation Building
Salem, OR 97310

GENTLEMEN:

WE ARE SENDING YOU ☐ Attached ☐ Under separate cover via ________ the following items:

☐ Drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☐ ________

COPIES	DATE	NUMBER	DESCRIPTION
2			Executed contracts for the above numbered project.

NOTED
C. W. HEAD

THESE ARE TRANSMITTED as checked below:

☐ For approval
☐ For your use
☐ As requested
☐ Approved as submitted
☐ Approved as noted
☐ Returned for corrections
☐ Resubmit ________ copies for approval
☐ Submit ________ copies for distribution
☐ Return ________ corrected prints
☐ For review and comment
☐ For bids due ________ 19____
☐ Prints returned after loan to us
☐ ________

REMARKS ________

SIGNED: J. C. COMPTON COMPANY

#148

If enclosures are not as noted, kindly notify us at once.

8675

bc Pacific Bui er & Engr., Inc., Seattle
Daily Journa of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Ellis Jones
SAIF
Fran

February 1, 1978

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Gentlemen:

The Oregon Transportation Commission on January 30, 1978, accepted your proposal for paving on the Lincoln County Line-Heceta Head Section of the Oregon Coast Highway in Lincoln and Lane Counties for the sum of $1,165,439.25 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8675.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Bldg., Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

All paving work on the traveled way and shoulders shall be completed before July 1, 1978, and the calendar workday count begins March 1, 1978, for all work under the contract.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

8675

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 20, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Lincoln Co. Line-Heceta Head Section
Oregon Coast Highway
Lincoln and Lane Counties

TO: MEMO TO THE FILES

The subject project is presently advertised for the January 26, 1978 bid opening. The base design for this project calls for leveling and patching followed by a 1-1/2-inch Class "E" asphaltic concrete wearing course. The estimated cost is $1,487,000.

A future stage 4-1/2-inch asphaltic concrete wearing course will be required to provide the structural section required to carry the design traffic loading.

Due to the limitation of available funding the flexible "E" mix design was utilized rather than the structural overlay base design.

DOC:fw

cc: H. S. Coulter
E. S. Hunter
C. T. Keasey

RECEIVED
JAN 20 1978
ENGINEERING SECTION

1 Versteeg ✓
Christensen
George
Olson
Temple
Sullivan
Stott
Savage

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8675

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 9, 1978

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 26, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 26, 1978 on the following projects:

1. Sandy WCL-Alder Creek
   Mt. Hood Highway
   Clackamas County

   Paving

   A Class III bikeway will be incorporated in this project.

2. Lewis & Clark River Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Youngs Bay Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Same as No. 2.

4. Coos River Highway Junction
   Oregon Coast Highway
   Coos County

   Traffic signals

   Same as No. 2.

5. Oregon Coast Highway at Cemetery Road (Millington)
   Oregon Coast Highway
   Coos County

   Grading and paving

   Five-foot sidewalks will be constructed throughout the project.

6. Oregon Coast Highway at 11th Street (Bandon)
   Oregon Coast Highway
   Coos County

   Traffic signals

   Same as No. 2.

7. Chetco Avenue at Center Street (Brookings)
   Oregon Coast Highway
   Curry County

   Traffic signals

   Same as No. 2.

8. Elbow Lake-Gardiner
   Oregon Coast Highway
   Douglas County

   Paving

   Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

9. Lincoln County Line-Heceta Head
   Oregon Coast Highway
   Lincoln and Lane Counties

   Paving

   Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

10. 9th Street-3rd Street (Nyssa)
    Commercial Street
    Malheur County

    Paving - 8-foot shoulder, parking provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

11. Pudding River Bridge
Nusom Road
Marion County

Grading, paving and structure. Grading and paving incidental to structure. 32-foot roadway provided.

Same as No. 10.

12. Burnside Bridge
City Street
Multnomah County

Deck surfacing

Same as No. 2.

13. Brownell Ditch-Hermiston Ditch
River Road
Umatilla County

Grading, paving and structure. Grading and paving incidental to structure. 40-foot roadway provided on structure.

Same as No. 10.

14. Elm Avenue- E Highland Avenue (Hermiston)
Umatilla-Stanfield Highway
Umatilla County

Traffic signals

Same as No. 2.

15. Warm Springs Jct-Willow Creek
Warm Springs Highway
Wasco County

Paving (overlay)

Same as No. 2.

16. Beaverton-Tigard Highway at Greenburg Road
Beaverton-Tigard Highway
Washington County

Traffic signals

Same as No. 2.

17. Bellvue-McMinnville
Salmon River Highway
Yamhill County

Grading, paving, structure and signing

Five-foot shoulders will be striped and signed as narrow, Class III bikeway.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

#675

9

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 6, 1978

FILE:

Don

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Lincoln County Line-Heceta Head
Oregon Coast Highway

TO: L.E. George
Traffic Engineer

AND

A.D. Olson
Preliminary Design Engineer

Please sign and stripe the shoulders of the above-named section as narrow bicycle lanes and charge to Group 8.

4'-8' on plans – no problem

DES:JP

cc Alfred Shirley
Jack Sullivan

___Versteeg___
___Christensen___
___George___
✓ Olsen ADO
___Terpin___
copy Sullivan___
___Scott___
___Savage___

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JAN 0 9 1978
ENGINEERING SECTION

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8675

U.S. DEPARTMENT OF PORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-4-78

FEDERAL AID PROJECT NO.
F-2-3(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70123

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Primary 2 STATE ROUTE NUMBER Primary 9
1-4-78	1-4-78	

GENERAL LOCATION:
"Lincoln County Line-Heceta Head Section"

GENERAL DESCRIPTION OF WORK:
Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) :Permanent Pavement Striping (SF) $4,100
Temporary Pavement Striping (SF) $2,200
Temporary Erosion Contr. (EW) $2,000
On-the-Job Training (EW) $1,600

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 12-30-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,476,752, Federal Funds $1,267,053.

A signed copy of the Title Sheet is returned herewith.

1-23

DATE
1-4-78

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Sketch Map

Tom Walsh COMMISSIONER
Robert A Burco DIRECTOR OF TRANSPORTATION

D.R. Hessman

5675

9

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/27/77
Donald L Trout

1-26-78 Bid Letting ______ All Clear Deadline

SECTION LINCOLN COUNTY LINE-HECETA HEAD
Highway Oregon Coast
County Lane Region 3
Type of Work Overlay Funds FA
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	No problems
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: OC 17

Roseburg, Oregon
October 26, 1977

FROM: J. X. Wilson
J. X. WILSON
Regional Maintenance Engineer

SUBJECT: Lincoln Co. Line-Heceta Head Sec.
Oregon Coast Highway
Lane County

TO: J. H. Versteeg
Engineering Section

We recently cancelled a Title II project for guardrail protection of bridge ends at Big Creek because the allotted funds fell far short of that required to do the job. Also, we really don't have a good design for needed rail across the structure that will protect the arch members and still accommodate pedestrian traffic.

We are requesting that you work up a feasible design and incorporate the total guardrail needs in the subject upcoming overlay and safety project. If there is additional field work required to provide any more info for design purposes, please let me know.

Attached is correspondence and other data for background and information.

jxw/cw
Attach.

cc D. H. Moehring
Wm. Anhorn
D. W. Greene

1 Versteeg ✓
3 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 27 1977
ENGINEERING SECTION

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BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 19, 1977

FROM: GLEN L. CLARK
Region Federal Aid Engineer

TO: L. E. George
Traffic Engineer

SUBJECT: Request for Cancellation
of a Title II, Section 210
Project No. ROS-2-3(2)
Oregon Coast Highway
Big Creek Bridge
Lane County

During the early preliminary engineering phase of this FHWA approved project, it became evident that the standard treatment of flaring the guardrail at the bridge abutments would not totally protect the motoring public from the fixed object hazard.

Two alternate proposals were considered but, in the best judgement of the Region Engineer, it is requested that we cancel this project at this time.

It is not the region's intention to allow a hazardous condition to exist but rather to add needed shoulder widening to an upcoming overlay project and to incorporate the treatment of the fixed object with this same project.

Please initiate the appropriate paper work to accomplish the canellation.

glc/cw

cc D. H. Moehring
Wm. Anhorn
D. W. Greene

ROSEBURG REGION
RECEIVED
[illegible] 1977

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[✓ ENV]	[✓ FAE]	RBI		

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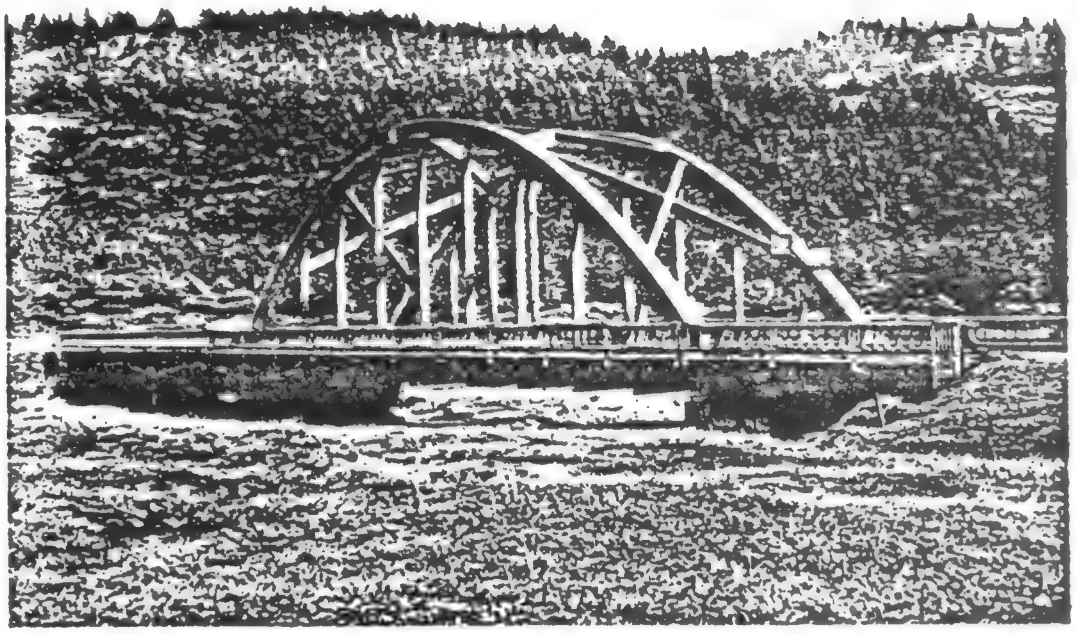
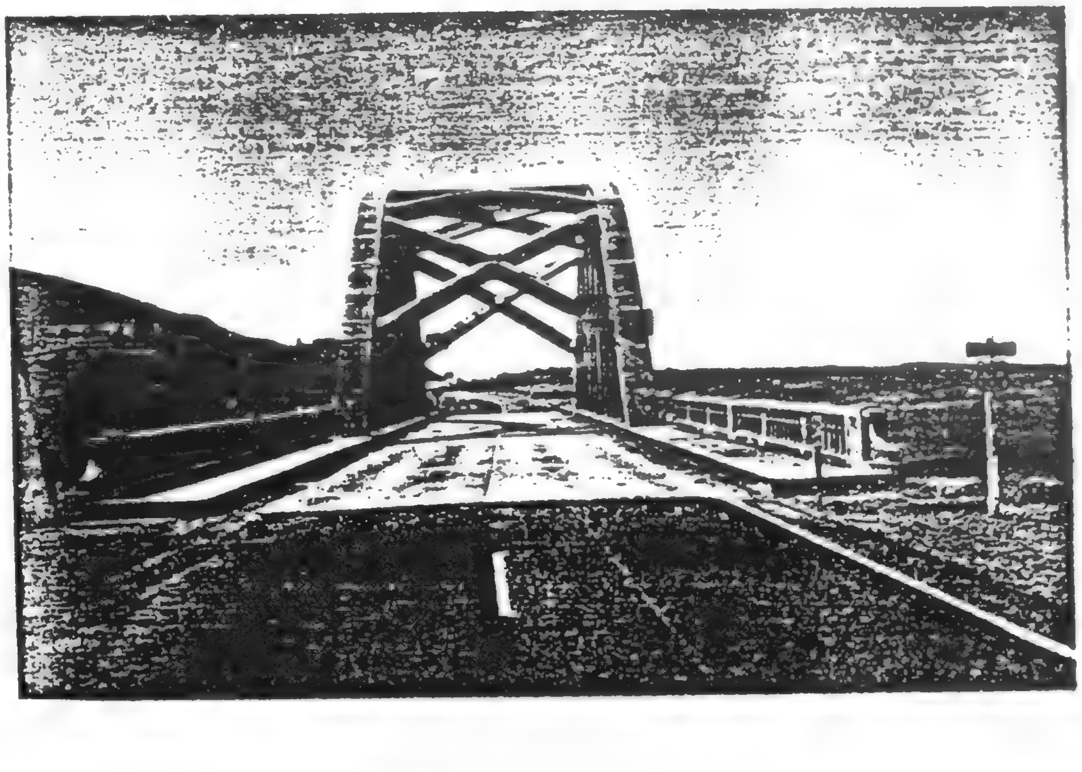
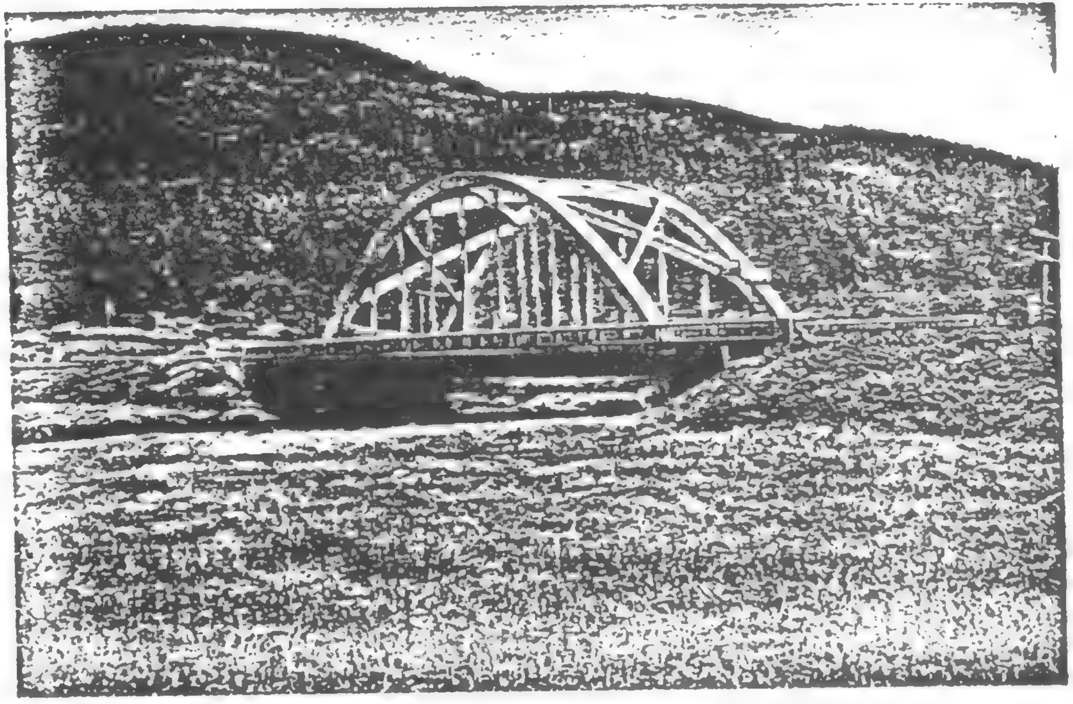
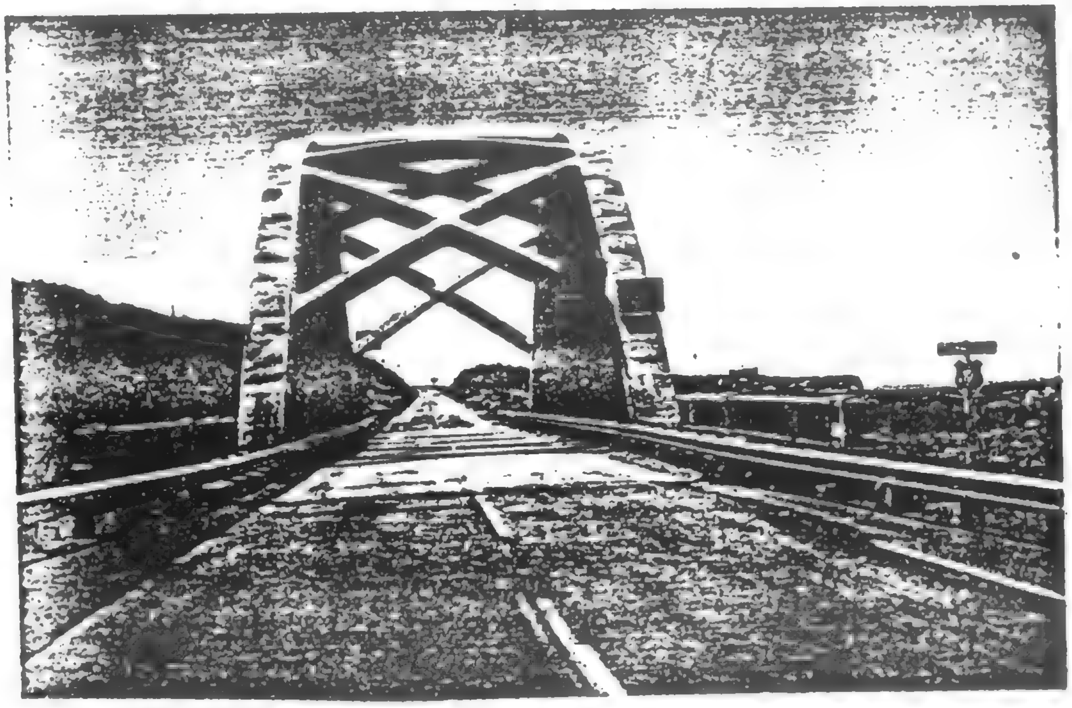




TEN MILE CREEK 1181
171.44





FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
October 13, 1977

FILE: CON 20
X MAI 14-1,7

SUBJECT: Big Creek Bridge
Guardrail Project
FAP: ROS-2-3(2)
Prefix 20-1095

FROM:

TO: Alfred Shirley, Jr.
Regional Engineer
ROSEBURG

Attention: J. X. Wilson

We have reviewed the subject guardrail installation proposal in the field.

The installation as proposed on the SFO (Standard Drawing #23257) is not an appropriate solution because Big Creek Bridge is an arch bridge and doesn't fit the situations on Drawing #23257.

As a result of our investigation we see the following directions we can go:

1. Make a guardrail installation similar to the one on Ten Mile Creek Bridge (estimated cost $14,000.00; estimate attached).
2. Make a complete guardrail installation including the approach fills (estimated cost $22,000.00; sketch attached).
3. Do nothing at present; because the proposed overlay project scheduled for this area is apparently including guardrail treatment for all bridges.

We recommend that we take the do nothing approach for present and take our chances on the overlay.

As a second choice, we should make installation similar to the one at Ten Mile Creek. If we make this installation we need a revision to the Federal Aid Authorization increasing it to $14,000.00.

ROSEBURG REGION
RECEIVED
1977
RE
ENV
SEE FILE

The complete installation seems to be out of order because we should do some shoulder widening at the same time.

Please give us some guidance in this matter.

William Anhorn
District Engineer

by: Dave Jones
Dave Jones
Ass't. Dist. Eng'r.

DJ/fg

Enclosures

Option #1

BIG CREEK BRIDGE

I. Guardrail on bridge plus 100' each corner and end of bridge total installation 880 l.f.

A. 480 l.f installed by Bridge Crew
ADP = 87.5 l.f.
Required Crew days = 5.5
Crew-day Cost 700.00/day
Bridge Crew Labor & Equipment 3,850

B. 400 l.f. installed by Section Crew
ADP = 87.5 l.f.
Required Crew days = 4.5
Crew-day cost 643.00/day
Section Crew labor & Equipment 2,894

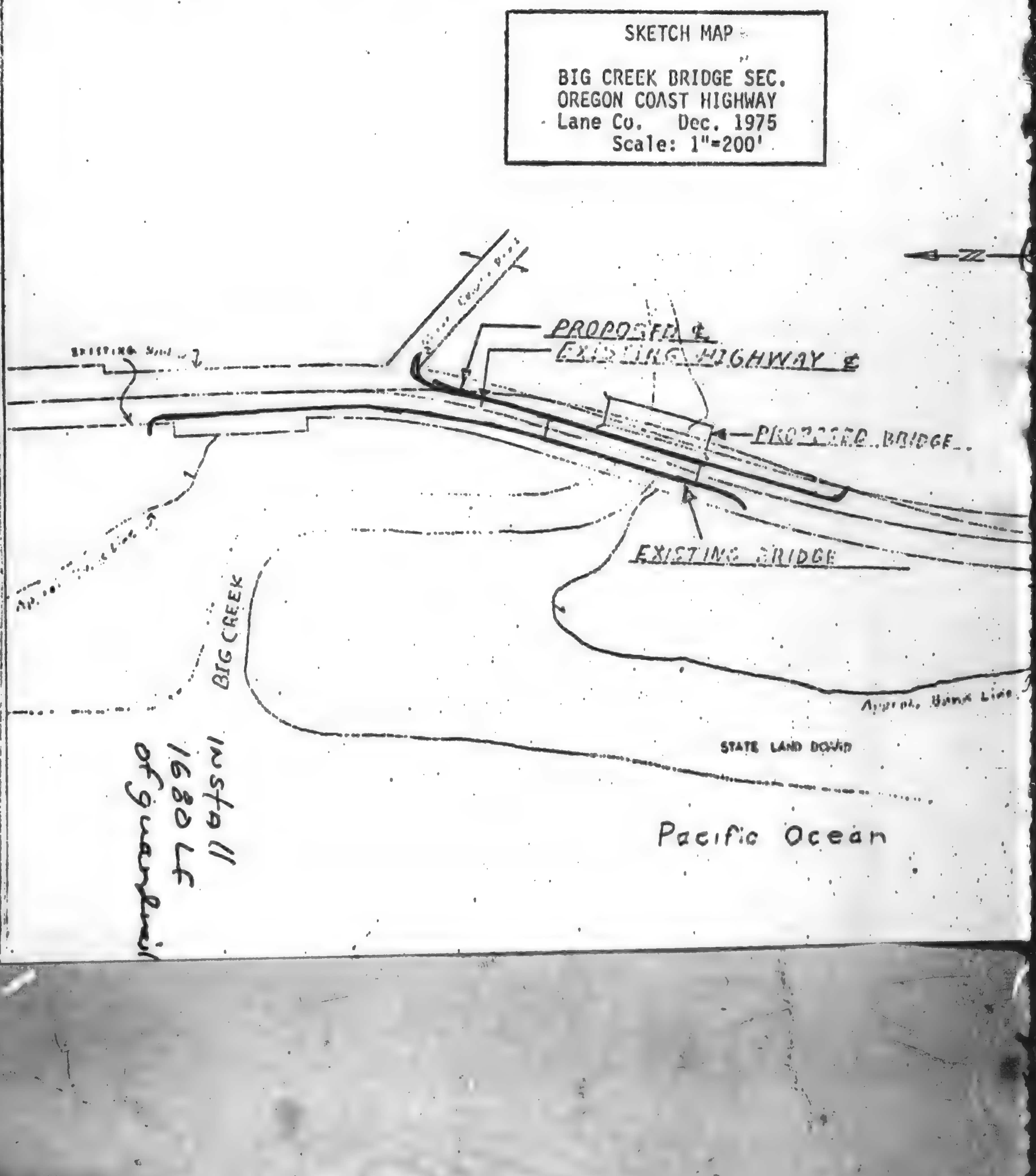
C. Materials

1. Posts 56 @ 11.50 = 644
2. Double strength rail 28 @ 68.75 = 1,925
3. Blocks 56 @ 2.25 = 126
4. Bridge Metal G.R. Posts 78 @ 50.00 = 3,900
5. Bolts 1200 @ 0.25 = 300
6. End Piece "Type C" 4 @ 75.00 = 300

Materials 7,195

Total $13,939

Option #2



SKETCH MAP

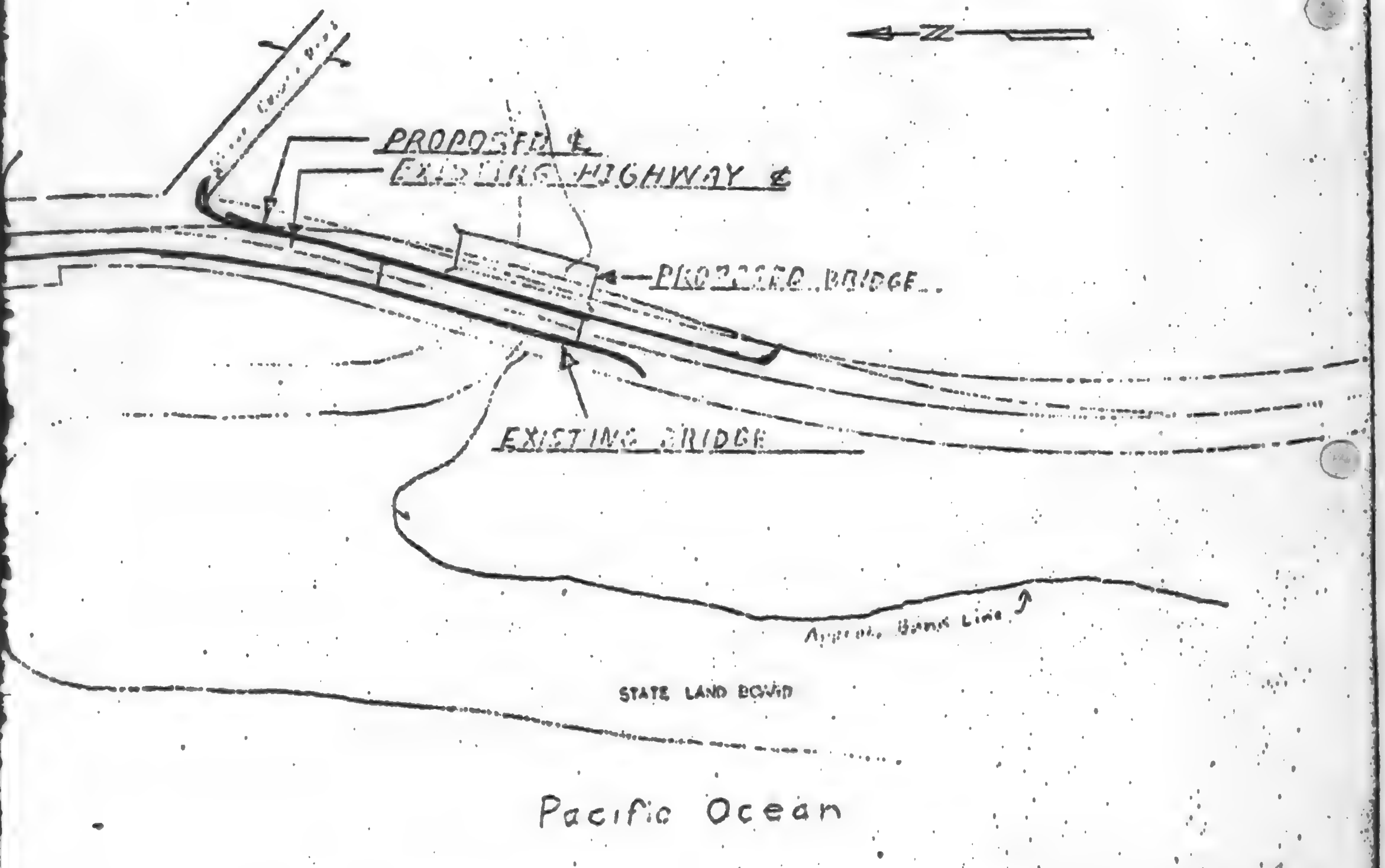
BIG CREEK BRIDGE SEC.
OREGON COAST HIGHWAY
Lane Co. Dec. 1975
Scale: 1"=200'

Install 1680 LF of guardrail

#2

SKETCH MAP

BIG CREEK BRIDGE SEC.
OREGON COAST HIGHWAY
Lane Co.   Dec. 1975
Scale: 1"=200'



FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
August 9, 1977

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: Bill Anhorn
District Engineer
EUGENE

SUBJECT: Authority to begin a
Title II Section 210
Bridge Abutment Protection
No. ROS-2-3(2)
Oregon Coast Highway @
Big Creek Bridge

RECEIVED
AUG 10 1977
AT EUGENE
MAINTENANCE OFFICE

This is to advise that the Federal Highway Administration has approved the subject project to protect with guardrail as per the attached SFO.

You may proceed immediately with this project, but please note that no overrun will be with federal participation. The maximum federal funds will be $9,000.

Please submit the usual commencement and completion forms for this project. Mr. Scofield will be available for any layout work, etc., to assist you with this project.

GC/slc
Encl.

cc D.H. Moehring
L.E. George
John Scofield

G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Lane
	ITEM NO. 73572-3	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copies to
Gifford
Christensen
Rampone
Region 3

DATE PS&E APPROVED 8-2-77	DATE AUTHORIZATION EFFECTIVE 8-2-77	FEDERAL ROUTE NUMBER Primary Route 2 STATE ROUTE NUMBER Primary Route 9

GENERAL LOCATION:
"Big Creek Bridge Guardrail Project"

ROSEBURG REGION
RECEIVED
AUG 0 8 1977
FILE

7

GENERAL DESCRIPTION OF WORK:
Preliminary engineering and guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $500 - FF $450
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN ACCEPTABLE~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-18-77 I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

Also, as requested, you are authorized to proceed with the necessary work at a total estimated cost not to exceed $10,000 - FF $9,000.

PS&E documents, as represented by State Force Order #1, have been reviewed together with attachments and are hereby approved.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

DATE 8-2-77	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-[illegible]

Order for State Force Work

APPLYING TO CONTRACT PROJECT

Contract No.

Order No. 1

Section Big Creek Bridge

Date March 29, 1977

Highway Oregon Coast Highway

F.A.P. No. ROS-2-3(2)

County Lane

Prefix 20-1095

Account No.

Description of Work To Be Done:

Attach guardrail to bridge abutment and flare as per standard drawing number 23257 (Page 5-8.13 of standard drawings).

Location by Station Numbers:

M.P. 175.02 Big Creek Bridge abutments

Estimate of Quantities and Costs:

FHWA-ORE DIV APPROVED EFFEC. 8-2-77

Materials	$5,000
Labor	$3,000
Equipment	$1,000
Engineering	$1,000
TOTAL	$10,000

Explanation:

This small isolated project would not attract an economical bid from the private sector. This is a type project suited to the capabilities of Highway Division Maintenance forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $

Present estimate of project cost, including

$ 10,000 for work under this order $

Expected under-run over-run (amount) . . . . . . $

Expected under-run over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: Glen L Clark
Resident Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

APR 1 1977

TERMINALS
(EMBANKMENT)

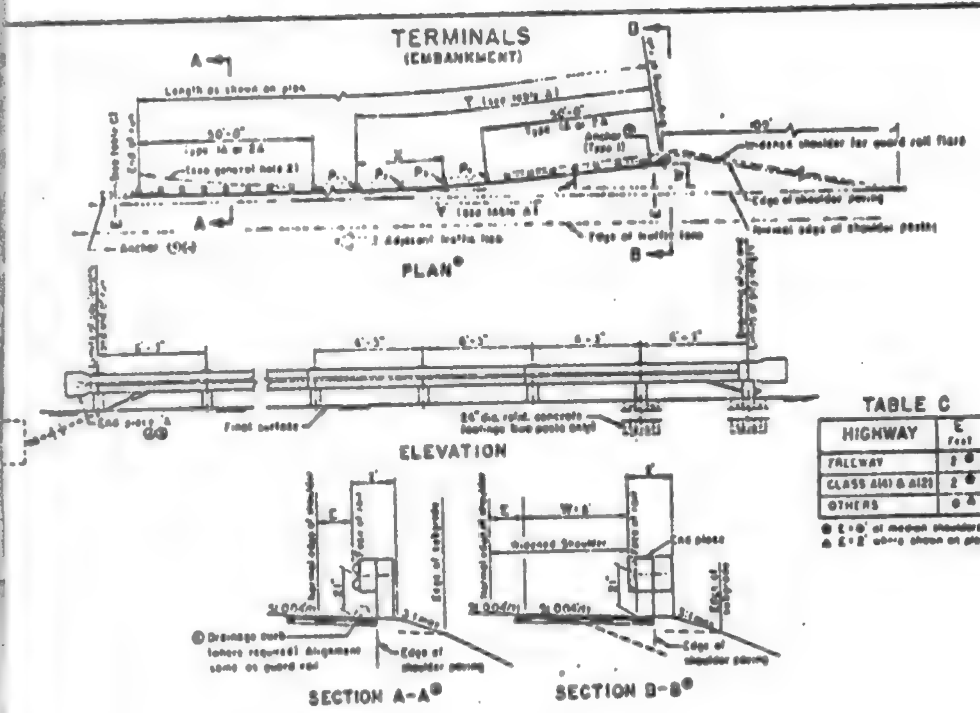
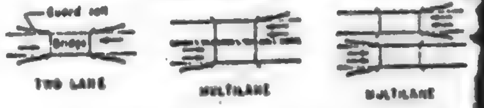


TABLE C

HIGHWAY	E Feet
FREEWAY	8 ●
CLASS A(1) & A(2)	2 ●
OTHERS	0 ▲

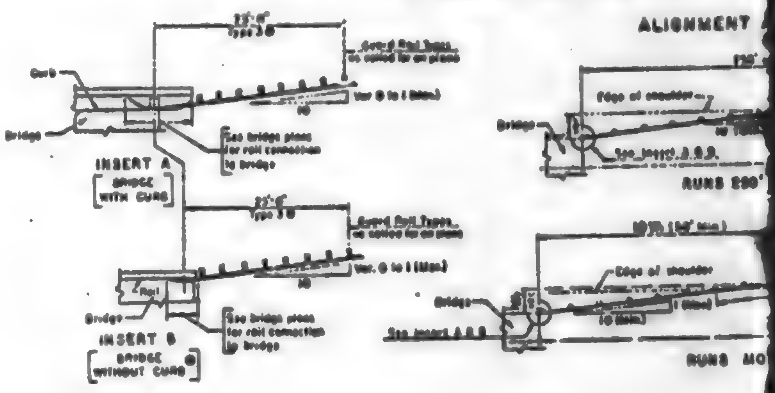
● E = 0' at median shoulders
▲ E = 2' where shown on plans

LOCATIONS AT BRIDGE ENDS
MINIMUM SHOWN



NOTE:
1 Guard rail at indicated positions is required for protection at bridge en
Additional guard rail is to be installed as required by guard rail warran
and fastened to bridge.
2 Face of guard rail at locations shown above shall match face of brid
curb or bridge rail on structures without curb

TYPE 3 GUARD RAIL USE AT BRIDGE E
FOR LOCATIONS SHOWN ABOVE



TERMINALS
(CUT OR FALSE CUT)

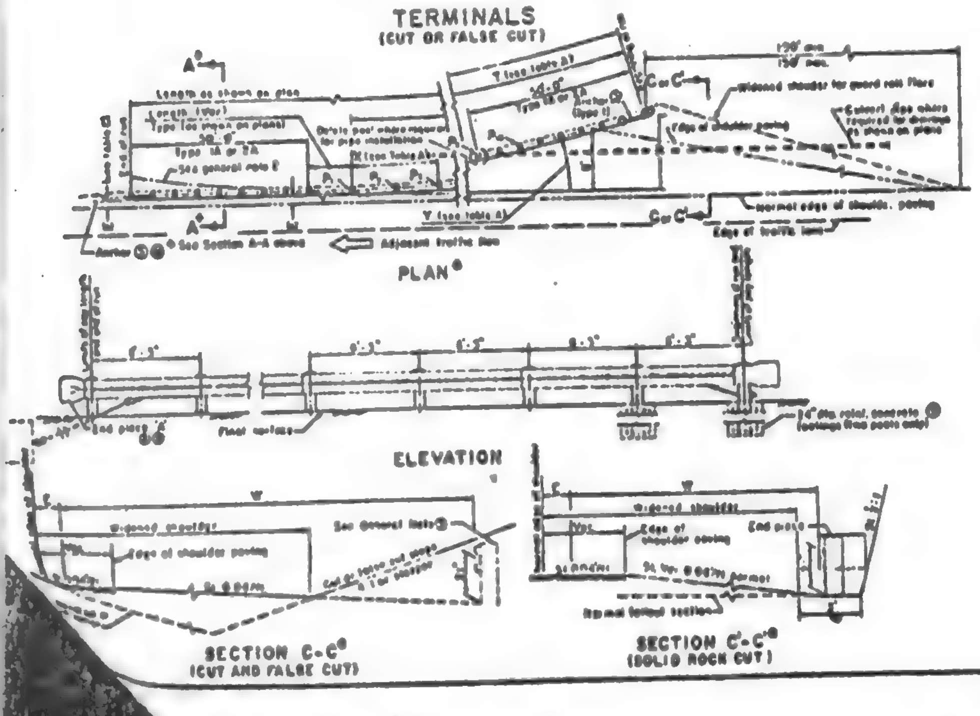


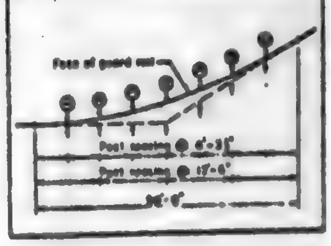
TABLE A

Point	W in feet: 400	500	600	700	800	900	1000	1200	1400	1600	1800	2000	2200	X feet
	Y in feet													
P_0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P_1	0.23	0.20	0.17	0.14	0.12	0.11	0.12	0.12	0.14	0.13	0.15	0.14	[illegible]	12.5
P_2	1.00	0.80	0.67	0.57	0.50	0.44	0.49	0.49	0.56	0.53	0.59	0.56	0.51	25
P_3	2.25	1.80	1.50	1.29	1.12	1.00	1.11	1.00	1.26	1.19	1.34	1.25	1.40	37.5
P_4	4.00	3.20	2.67	2.29	2.00	1.78	1.98	1.97	2.24	2.12	2.38	2.22	2.04	50
P_5		5.00	4.17	3.57	3.13	2.78	3.09	3.00	3.50	3.31	3.72	3.47	3.18	62.5
P_6			6.00	5.14	4.50	4.00	4.44	4.32	5.04	4.76	5.36	5.00	4.58	75
P_7				7.00	6.12	5.44	6.05	5.88	6.86	6.48	7.29	6.81	7.42	87.5
P_8					8.00	7.11	7.90	7.68	8.96	8.46	9.52	8.89	8.70	100
P_9						9.00	10.00	9.72	11.34	10.71	12.05	11.25	12.30	112.5
P_{10}								12.00	14.00	13.22	14.88	13.89	13.20	125
P_{11}										16.00	18.00	16.06	15.40	137.5
P_{12}												20.00	20.00	150

T in feet: 50 | 62.5 | 75 | 87.5 | 100 | 112.5 | 125 | 137.5 | 150

TABLE B

Point	W1 in feet: 200	300	400	500	600	700	800	900
	feet							
①	0.01	0.01	0.01	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
②	0.02	0.03	0.04	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
③	0.05	0.07	0.09	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
④	0.08	0.12	0.17	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]



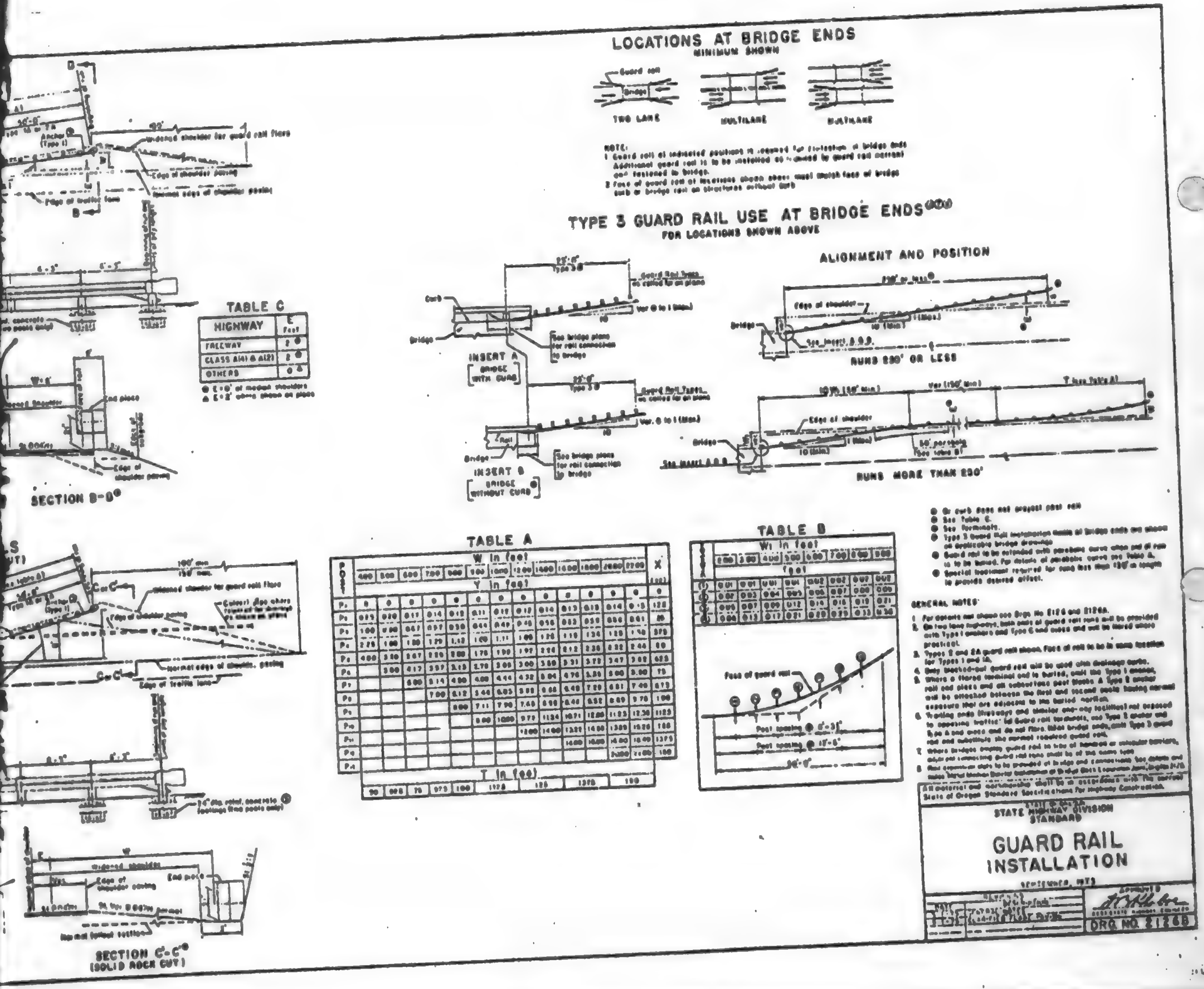


TABLE C

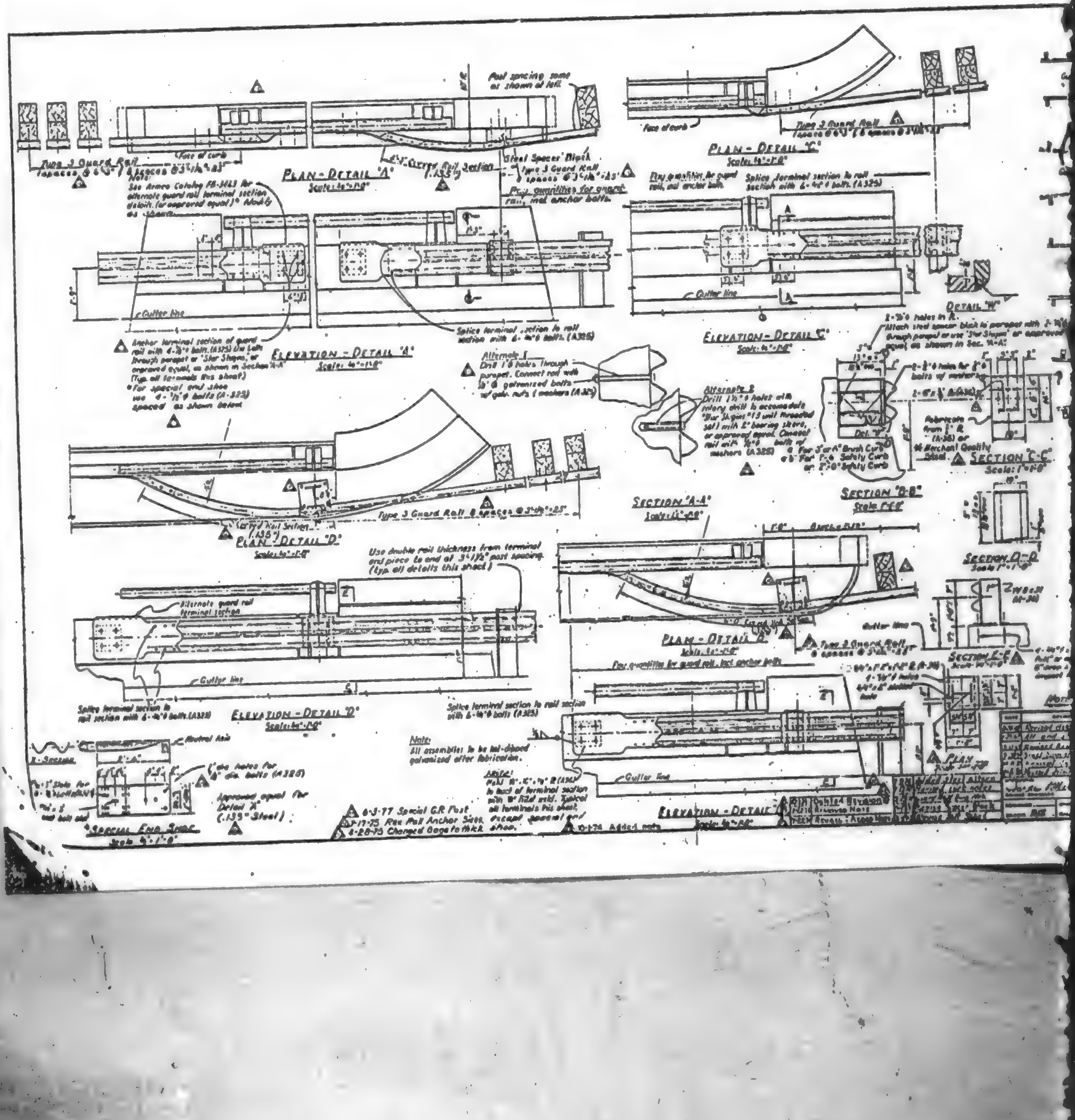
HIGHWAY	E Feet
FREEWAY	8 ●
CLASS A(1) & A(2)	8 ●
OTHERS	6 ▲

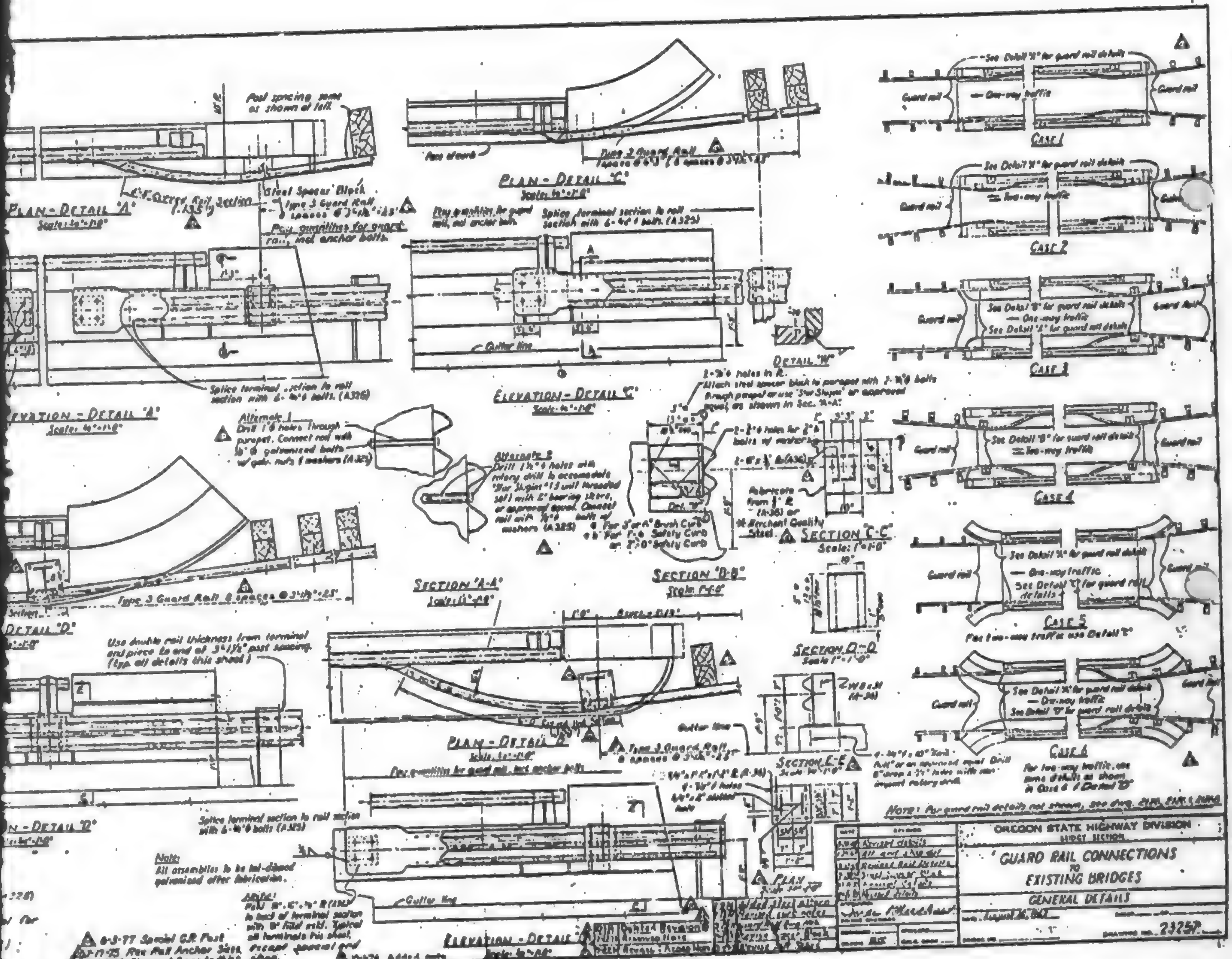
STATE OF OREGON
STATE HIGHWAY DIVISION
STANDARD

GUARD RAIL INSTALLATION

SEPTEMBER, 1973

DRG NO. 2126B


Rail spacing same as shown at left.
Type 3 Guard Rail
Face of curb
Steel Spacer Block
Type 3 Guard Rail
PLAN - DETAIL "A"
Pay quantities for guard rail, incl anchor bolts.
Note:
See Armco Catalog FB-3123 for alternate guard rail terminal section details (or approved equal). Modify as shown.
Gutter line
Splice terminal section to rail section with 6-⅝"⌀ bolts (A325)
Anchor terminal section of guard rail with 4-⅞"⌀ bolts (A325). Use bolts through parapet or "Star Shape" or approved equal, as shown in Section "A-A" (Typ. all terminals this sheet)
*For special end shoe use 4-⅞"⌀ bolts (A-325) spaced as shown below
ELEVATION - DETAIL "A"
PLAN - DETAIL "C"
Type 3 Guard Rail
Pay quantities for guard rail, incl anchor bolts.
Splice terminal section to rail section with 6-⅝"⌀ bolts (A325)
Gutter line
ELEVATION - DETAIL "C"
DETAIL "W"
Alternate 1
Drill 1"⌀ holes through parapet. Connect rail with ⅞"⌀ galvanized bolts w/ galv. nuts & washers (A325)
Alternate 2
Drill 1½"⌀ holes with rotary drill to accomodate "Star Shape" #13 wall threaded self with 2" bearing sleeve, or approved equal. Connect rail with ⅞"⌀ bolts & washers (A325)
For 3' or 4' Brush Curb
For 1'-6" Safety Curb
or 2'-0" Safety Curb
Fabricate from ⅜" R (A-36) or Merchant Quality Steel
SECTION "C-C"
Scale: 1"=1'-0"
SECTION "B-B"
SECTION "A-A"
SECTION D-D
Scale 1"=1'-0"
PLAN - DETAIL "D"
Type 3 Guard Rail 8 spaces @ 3'-1½" = 25'
Use double rail thickness from terminal end piece to end of 3'-1½" post spacing. (Typ all details this sheet)
Alternate guard rail terminal section
Gutter line
Splice terminal section to rail section with 6-⅝"⌀ bolts (A325)
ELEVATION - DETAIL "D"
PLAN - DETAIL "B"
Pay quantities for guard rail, incl anchor bolts
Splice terminal section to rail section with 6-⅝"⌀ bolts (A325)
Note:
All assemblies to be hot-dipped galvanized after fabrication.
Gutter line
SECTION E-E
ELEVATION - DETAIL "B"
PLAN
Neutral Axis
X-Section
Approved equal for Detail "X" (.135" Steel)
SPECIAL END SHOE
6-3-77 Special G.R. Post
7-17-75 Rev. Rail Anchor Sizes
4-28-75 Changed Gage to thick.
10-1-74 Added note


PLAN - DETAIL 'A'
ELEVATION - DETAIL 'A'
PLAN - DETAIL 'C'
ELEVATION - DETAIL 'C'
DETAIL 'H'
SECTION 'A-A'
SECTION 'B-B'
SECTION 'C-C'
SECTION D-D
SECTION E-E
PLAN - DETAIL 'B'
ELEVATION - DETAIL 'B'
DETAIL 'D'
Case 1
Case 2
Case 3
Case 4
Case 5
Case 6
Guard rail
One-way traffic
Two-way traffic
Type 3 Guard Rail
Alternate 1
Alternate 2
Gutter line
Note: For guard rail details not shown, see dwg.
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
GUARD RAIL CONNECTIONS
TO
EXISTING BRIDGES
GENERAL DETAILS
DRAWING NO. 23257

2575

9

STATE OF OREG

INTERO CE MEMO

TO: Mr. Duane O. Christensen
Final Design Engineer

DATE: October 18, 1977

FROM: Mr. J. E. Backstrand
Supervising Design Engineer

SUBJECT: Lincoln County Line-Heceta Head Section
Highway No. 9
Bridges 1114, 1174, 1176, 1177,
1180, 1181 and 1182

The following are recommendations for overlaying the bridges within the limits of the above project:

Bridges 1114 China Creek
1176 Rock Creek
1177 Bob Creek

1. No existing A.C.W.S.
2. Place asphalt-rubber chip seal membrane = 1/2"
3. Place Class "E" mix course = 1 1/2"
Total wearing surface including membrane 2 "

Bridge 1174 Cooks Chasm

1. Existing 1" A.C.W.S. = 1 "
2. Place asphalt-rubber chip seal membrane = 1/2"
3. Place Class "E" mix course = 1 1/2"
Total wearing surface including membrane and existing A.C.W.S. = 3 "

Bridges 1180 Big Creek
1181 Tenmile Creek
1182 Cummings Creek

1. No existing A.C.W.S.
2. Raise ~~two~~ transverse deck joints
3. Place asphalt-rubber chip seal membrane = 1/2"
4. Place Class "E" mix course = 1 1/2"
Total wearing surface including membrane = 2 "

cc Jack Sullivan
Jim Gix
George Hopkins

1 Versteeg
2 Christensen
George
Olson
Terpin
Jm copy Sullivan
Scott
Savage

RECEIVED
OCT 25 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard
Cole
✓ Eriksen FE.
Heger
Dorn
Sample
Watson
Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

81-125-1367

8675

9

Salem, Oregon
August 12, 1977

Allan L Jonas
for
Fred Eriksen
Design Engineer Supervisor

Elliott Parker
Region 3 Geologist

Lincoln County Line-Heceta Head
Oregon Coast Highway
Lane County

The project is presently scheduled for completion of plans, specifications and engineering documents by December 8, 1977.

A material source for approximately 25,000 cubic yards of surfacing aggregates is needed, unless commercial sources are to be used.

If a material source is to be made available, please furnish us with a sketch map, development plan and permit application, if required. In addition, please indicate whether the source is to be mandatory or prospective.

FE:az
cc: Jim Gix

1 Versteeg ✓
Olson
2 [illegible] DGC
[illegible]
[illegible]son
Savage
Topy Trout

RECEIVED
AUG 16 1977
ROAD DESIGN SECTION

Requires Reply ☐
[illegible] ☐
[illegible]
[illegible] file
Return to
[illegible]
Other

8675

8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-2-3(1)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM NO.

ITEM NO. 70123

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State HIghway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO Swan
FOR

Info	Ines	R/D	D/R	Stgs	Ac	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-20-77

FEDERAL ROUTE NUMBER Primary 2

STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:
"Lincoln County Line-Haceta Head Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $20,500
FF $17,589
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's 4-18-77 letter.

DATE 4-20-77

SIGNATURE OF APPROVING OFFICIAL G. K. H

TITLE FOr Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-[illegible]) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970—[illegible]

1

8675

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: February 28, 1977

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Lincoln Co. Line-Heceta Head
Oregon Coast
Lane County

Versteeg
Olson
Christensen
Scott
Swenson
Savage
[✓ Trout]

RECEIVED
MAR 0 2 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Non-Major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

ELH
2-28-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 3 : A. Shirley
District 5 : William Anhorn
Region 3 Geologist: Elliott Parker

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: February 22, 1977

In reply refer to: 1041B.3

SUBJECT: F-2-3(-) (Project Assessment)
Lincoln County Line-Haceta Head
Oregon Coast Hwy
Lane County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's January 7, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 3, Engelmann)

PROJECT MANAGEMENT
FEB 25 '77
REFER TO
FOR

RECEIVED
STATE HWY ENGR
FEB 25 '77
REFER TO
Rulien
FOR
Inv. R/D D/R Sgn Act File

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

Non-Major

F-2-3(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 6, 1977

Section Lincoln Co. Line-Heceta Head

Unit (if appl) N/A

County Lane

City between Florence and Yachats

Highway Oregon Coast

State Hwy. No. 101; 9

Termini: M.P.(if appl) 167.51 - 178.29

Length 10.78 mi.

Region III

Construction Estimate $517,000
Program Amount

B. Purpose of Project: The existing highway surface is badly rutted and shows signs of severe stress. An A.C. overlay is proposed along with spot safety work - chiefly guardrail.

C. Origin & History of Project: The basic existing section dates from 1930-34. Selected units of flood repair were completed in 1965, and the northern unit, down to Squaw Creek, was paved in 1969.

D. General Description of Project: The northerly terminus is M.P. 167.51, which is in the vicinity of the structure over Cooks Chasm. The southerly terminus is M.P. 178.29, which is the north end of the structure over Cape Creek.

Alignment: New ______ Existing XX Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. None; Shldrs. Var.; Parking NA

Proposed: No. Lanes 2 ; Med. None; Shldrs. Var.; Parking NA

Traffic: Existing Facility: Existing ADT 2400-2900 ; Projected ADT NA ; Yr. 1975

Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels________
Yes, No

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any: This is a very scarce area for suitable paving and shoulder aggregates. Some past work has even been done with materials from the Eugene area. Consequently, materials are almost certain to come from commercial sources, though a remote state prospect up Cape Creek remains. One commercial source in the general area is the Berry Creek Quarry and there is a current proposal by Umpqua Navigation Co. to barge Umpqua River gravels to an as yet undetermined site on the Siuslaw River. If a state source emerges, the assessment will be amended.

Type of Structure(s):

Seven bridges over small creeks are encountered. No work is anticipated for any of them.

Brief Description of River or Stream and Type of Involvement, if any: Several small creeks: Cummins, Bob, Tenmile, Rock, Big, China and Cape - no involvement.

Local City, County or COG priorities of project:

Not rated

FHWA and/or OSHD approvals given, if any:

On approved Six Year Highway Improvement Program under Primary funding for F.Y. 1978.

Location or Design Alternatives (identify and describe):

No change planned in existing route.

Other Descriptive Information or Comments:

None

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The highway parallels the general trend of the coastline, traversing both rocky basaltic headlands and abrupt alluvial bottom lands. Between these extremes, short marine terraces are also encountered. The area is characterized by several small east-west trending drainages with short, narrow valleys and steep interfluves. The ocean remains in almost constant view of the highway.

Vegetation is typical of the mid-coast in general. Prevalent plants include Sitka Spruce, western hemlock, shore pine, Douglas fir, an occasional western red cedar, red alder, willows, salal, scotch broom, thimbleberry, etc. Marsh plant associations are also evident in a few, widely scattered low places.

2. Cultural: This is a prime recreation zone with developed parks, campgrounds, and waysides, as well as informal turnouts, scenic vistas, and secluded beaches. State Parks include: Neptune, Stonefield Beach, Muriel O. Ponsler Mem. Wayside, Carl G. Washburne, and Devils Elbow. The Siuslaw National Forest has Cape Perpetua Visitor Center (just off the north end of the job), Strawberry Hill Picnic Area, Ocean Beach Picnic Area and Rock Creek Campground. Lane County manages Heceta House and Environs; and Heceta Head Light remains a Coast Guard facility, now on remote control.

The northerly portion of the project has numerous summer houses, retirement homes and roadside tourist oriented services, particularly between Squaw Creek and Gwynn Knoll.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
Additional R/W will not be required.

2. Estimated Impact on Traffic Patterns:

No change

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:
There will be some temporary degradation of surface runoff and vegetation in the adjacent right-of-way.

Consequences:

This will quickly mend, no long-term consequences are anticipated.

5. Expected Impact on Cultural and Scenic Resources:

Only temporary, construction-related detractions are expected.

Consequences:

None

6. Preliminary Identification of Areas of Critical Concern:

None, given the scope of the project.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With: All consistent

a. Clean Air Implementation Plans

b. Noise Standards - This project is unrelated to traffic noise increases; hence, no noise study report as per FHPM 7-7-3 is required.

c. Water Quality Standards

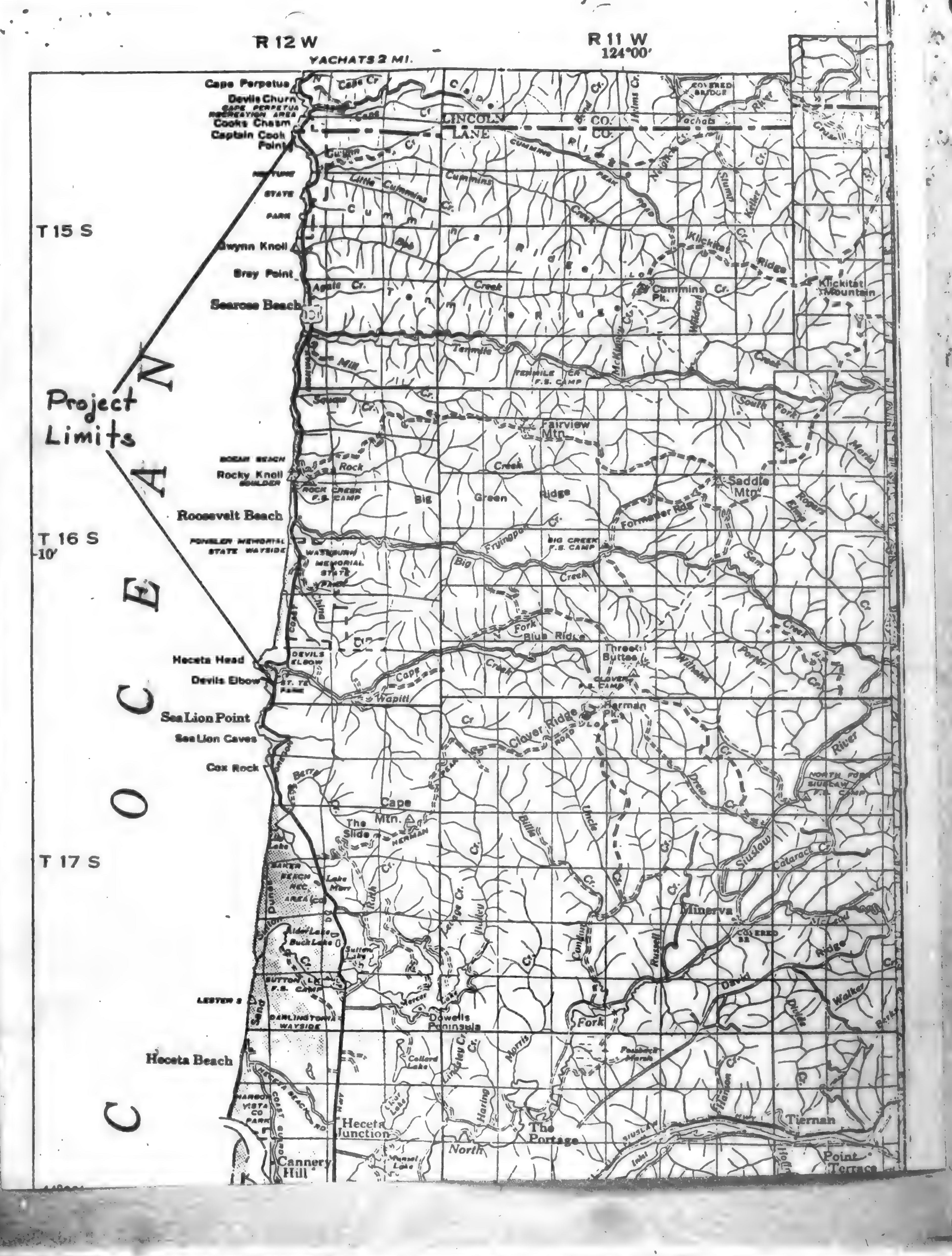
d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XXX_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: _____ 1 _____ 2 XXX 3 _____ 4


R 12 W
R 11 W
124°00'
YACHATS 2 MI.
Cape Perpetua
Devils Churn
CAPE PERPETUA RECREATION AREA
Cooks Chasm
Captain Cook Point
NEPTUNE STATE PARK
Gwynn Knoll
Bray Point
Searose Beach
T 15 S
LINCOLN CO.
LANE CO.
Cape Cr.
Cummins Cr.
Little Cummins Cr.
Cummins Peak
Cummins Creek
Cummins Ridge
Tenmile Creek
Tenmile Ridge
TENMILE CR. F.S. CAMP
Yachats River
Klickitat Ridge
Klickitat Mountain
Cummins Pk.
COVERED BRIDGE
Agate Cr.
Squaw Cr.
Mill Cr.
South Fork
Fairview Mtn.
OCEAN BEACH
Rocky Knoll
BOULDER
Rock Creek
ROCK CREEK F.S. CAMP
Big Green Ridge
Saddle Mtn.
Formader Ridge
Roosevelt Beach
T 16 S
-10'
PONSLER MEMORIAL STATE WAYSIDE
WASHBURN MEMORIAL STATE PARK
Big Creek
BIG CREEK F.S. CAMP
Fryingpan Cr.
Blue Ridge
Fork
Project Limits
OCEAN
Heceta Head
Devils Elbow
DEVILS ELBOW ST. PARK
Cape Creek
Wapiti
Three Buttes
CLOVER F.S. CAMP
Herman Pk.
Clover Ridge
Sea Lion Point
Sea Lion Caves
Cox Rock
Cape Mtn.
The Slide
T 17 S
BAKER BEACH REC. AREA
Lake Marr
Minerva
Siuslaw
Cataract Cr.
NORTH FORK SIUSLAW F.S. CAMP
River
Alder Lake
Buck Lake
Sutton Lake
SUTTON LK F.S. CAMP
LESTER'S
DARLINGTONIA WAYSIDE
Dowells Peninsula
Heceta Beach
HARBOR VISTA CO. PARK
Collard Lake
Heceta Junction
Cannery Hill
The Portage
North
Fork
Russell
Walker
Ridge
David
Tiernan
Point Terrace
SIUSLAW
Haring Cr.
Morris Cr.
Lindsley Cr.

Salem, Oregon
August 12, 1977

Allan L Hanson
for

Fred Eriksen
Design Engineer Supervisor

Elliott Parker
Region 3 Geologist

Lincoln County Line-Heceta Head
Oregon Coast Highway
Lane County

The project is presently scheduled for completion of plans, specifications and engineering documents by December 8, 1977.

A material source for approximately 25,000 cubic yards of surfacing aggregates is needed, unless commercial sources are to be used.

If a material source is to be made available, please furnish us with a sketch map, development plan and permit application, if required. In addition, please indicate whether the source is to be mandatory or prospective.

FE:az
cc: Jim Gix

✓ Verstoeg
Olson
[illegible]
[illegible]
[illegible]
Savage
Trout

RECEIVED
AUG 16 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
[illegible] ☐
[illegible]
[illegible]
[illegible]
[illegible]
Other

8675

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: February 22, 1977

In reply refer to: 1041B.3

SUBJECT: F-2-3(-) (Project Assessment)
Lincoln County Line-Haceta Head
Oregon Coast Hwy
Lane County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's January 7, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 3, Engelmann)

RECEIVED
STATE HWY ENGR
FEB 25 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8676 9th St.-3rd St. (Nyssa) 1978
Sec. (City street)
(Grading & paving)

C&A 5545 1-12-76
C&A 6240 , 9-19-77

S CA
Transferred for PE Match

25,000 00
420. 00
24,590 00

83,500
3,000
$ 80,500

SCA- PE
Count

420
13400
13,820

20000
13820

25000
16500
8,500

$16,600
420
17,020

CC 1827-

[illegible]
8[illegible]
8[illegible],500

19917.64
17020.00
2,897.64

8676 P

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Oregon Department of Transportation
Highway Division
Salem, Oregon 97310

Attn: Mr. H. S. Coulter, State Highway Engineer

Date August 25, 1980
Invoice No.
P.O. No.
Crew No.

Additional SCA Funds to be transferred to State Highway funds for the construction of the 9th Street - 3rd Street on Commercial Street in the City of Nyssa. OS-2302(1)

$335.85

Prior transfer 11-4-77	$ 420.00
Prior Transfer 2-1-78	$16,600.00
CC 1827	

APPROVED
D. E. Swan

Date 9/5/80

323-1967-295
323-1057-295
323-1455-295

383-17-900 (49)

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-25-80	CC 2057		323-1455-295 323-1967-295 323-1055-295

BILL TO: Code:

City of Nyssa
City Hall
Nyssa, Oregon
Attn: Mr. Max Brittingham, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: 9th Street - 3rd Street Section on Commercial Street - City of Nyssa - OFF SYSTEM Project OS-2302(1)			
P.E. Costs			$ 3,569.16
Construction Costs			78,286.69
Less Federal Funds			-64,500.00
City's Share			$17,355.85
Less SCA Funds			17,355.85
(Please send copy of itemized statement with billing)			

Advance Deposit Amount SCA Funds $ 17,620.00

Advance Deposit Previously Transferred to Highway Fund $ 14,020.00

Balance $ 3,000.00

Transfer to Highway Fund $ 3,000.00

Refund Due $ - - -

Amount Due $

Partial or final request for billing FINAL

Number of the previous request in connection with this service. 11-4-77, 2-1-78 - 2-1-80 CC 1827

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D E Swan
D. E. Swan

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 8-25-80

CITY NYSSA **Contract No.** 8676 **Date Completed** 5-31-78

PROJECT # OS-2302(1) **Section** 9th St. to 3rd St. Section - Commercial St.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E.	
Prior to OS Funds	$ 2,516.48
Prior to OS Funds	1,052.68
	$ 3,569.16
Construction	
Payments to Contractor	$71,639.89
Engineering	6,646.80
	$78,286.69
Total Cost of Project	$81,855.85
Federal Funds Collected	64,500.00
	$17,355.85
City's share taken from SCA	$17,355.85

NO FUNDS FROM CITY

Reference: Billing Form CC 2057

```
                                    TOT       P2
                                    TOT       N1
                                    TOT       N2
                                    TOT       N3                                                82
                                 ** JOB TOTALS **             **                       **       264.

VALE PAVEMENT MARKING       CONT NO          FA PROJ NOS PMS 00S069 100
                              323    1055       270       01 P 1
                              323    1055       296       00 N 9         1.48CR               1.48CR
                              323    1055       298       00 N 9         1.48                 1.48
                                                TOT       P1
                                 ** JOB TOTALS **             **                       **

9TH-3RD ST, NYSSA CITY ST   CONT NO 8676 X FA PROJ NOS 0S  302001 100
                              323    1057       201       00 P 1                                71.
                              323    1057  [illegible]    00 N 1
                              323    1057       296       00 N 9                                74.
                              323    1057       297       00 N 9                                13.
                              323    1057       298       00 N 9                                61.
                              323    1057       900       05 P 1      4,068.04CR           4,068.04CR   2
                              323    1057       900       00 N 1      4,079.52             4,079.52     4,
                                                TOT       P1          4,068.04CR           4,068.04CR   7
                                                TOT       N1          4,079.52             4,079.52
                                 ** JOB TOTALS **                        11.48  **              11.48  **  78.2


  DATE JOB COST SUMMARY                                                          JULY 1980        PAGE

 TION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH       FISCAL         GRAND
                                                                              YEAR TO DATE       TO D

 RIAN DR-NW VERDE DR        CONT NO 9158   FA PROJ NOS M   650001 100
                              323    1074  [illegible]    00 P 1      [illegible]          [illegible]
                              323    1074  [illegible]    00 P 1      [illegible]          [illegible]
                                                TOT       P1          [illegible]          [illegible]
                                 ** JOB TOTALS **                     [illegible]  **      [illegible]  **

 N CITY-PAVEMENT MARK       CONT NO        X FA PROJ NOS PMS 00S026 100
                              324    1002       278       01 P 1
                              324    1002       296       00 N 9
                              324    1002  [illegible]    [illegible] N 9
                              324    1002       900       00 N 1
                                                TOT       P1
                                                TOT       N1
                                 ** JOB TOTALS **             **                       **       27

 RSON PAVEMNT MARKING DEMO CONT NO        X FA PROJ NOS PMS 00S037 100
                              324  [illegible]  278       01 P 1
                              324  [illegible]  296       00 N 9
                              324  [illegible]  298       00 N 9
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                          TOT      N1                                                            144.03
                          TOT      N2                                                             [illegible]
                          TOT      N9                                                         82,[illegible].81
                       ** JOB TOTALS **                  **                     **          264,30[illegible].54  **

                                                                                                         STATE
        CONT NO         FA PROJ NOS PMS 00S069 100                                              768.64     78      80
           323   1055     270       01 P 1                                                      768.64CR   78      80
           323   10[illegible]5     296       00 N 9        1.48CR                 1.48CR             768.64     78      80
           323   1066     298       00 N 9        1.48                   1.48                   768.64
                          TOT       P1                                                          768.64  **
                       ** JOB TOTALS **                  **                     **

                                                                                                         STATE
ST      CONT NO 8676 X FA PROJ NOS OS  302001 100                                            71,603.55     78      78
           323   1057     201       00 P 1                                                      [illegible]     78      78
           323   1057     [illegible]       00 N 1                                                 74,744.73CR   78      78
           323   1057     296       00 N 9                                                   13,600.00     78      78
           323   1057     297       00 N 9                                                   61,144.73     78      78
           323   1057     [illegible]       00 N 9                                                    2,518.60     78      80
           323   1057     [illegible]       00 P 1      4,068.04CR             4,068.04CR             4,128.20     78      80
           323   1057     900       00 N 1      4,079.52               4,079.52              74,122.15
                          TOT       P1          4,068.04CR             4,068.04CR             [illegible]
                          TOT       N1          4,079.52               4,079.52              78,286.69  **
                       ** JOB TOTALS **          11.48  **              11.48  **
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                                                                     JULY 1980          PAGE  161
MMARY
                                                                        FISCAL          GRAND TOTAL     ACTIVE YRS
PARTMENT            PREFIX          FUNCTION   GR  CURRENT MONTH     YEAR TO DATE         TO DATE        BEG    END

                                                                                                         STATE
 DR       CONT NO 9158  FA PROJ NOS M   650001 100  [illegible]            [illegible]               [illegible]      80     80
            323    1074     [illegible]      00 P 1       [illegible]            [illegible]               [illegible]      80     80
            323    1074     [illegible]      00 P 1       [illegible]            [illegible]               [illegible]
                            TOT      P1          [illegible]  **         [illegible]  **           [illegible]  **
                         ** JOB TOTALS **

                                                                                                         STATE
T MARK    CONT NO          X FA PROJ NOS PMS 00S026 100                                      259.97        78     77
            324    1002     278      01 P 1                                                   [illegible].97CR      78     77
            324    1002     296      00 N 9                                                   [illegible]         78     77
            324    1002     [illegible]      [illegible] N 9                                                    15.51         78     80
            324    1002     [illegible]      00 N 1                                                   [illegible]
                            TOT      P1                                                       [illegible]
                            TOT      N1                                                       [illegible]  **
                         ** JOB TOTALS **                    **                    **

                                                                                                         STATE
KING DEMO CONT NO          X FA PROJ NOS PMS 00[illegible]037 100                                   [illegible]        [illegible]     [illegible]
            324    [illegible]     [illegible]      01 P 1                                                   [illegible]CR      [illegible]     [illegible]
            324    [illegible]     [illegible]      00 N 9                                                   [illegible]        [illegible]     [illegible]
            324    [illegible]     [illegible]      00 N 9
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TOTAL TO DATE JOB COST SUMMARY                                                  JULY 1980        PA
                                                                                  FISCAL         GR
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE

  9TH ST-3RD ST, NYSSA         CONT NO      * FA PROJ NOS OS  302001 100
                                 323   1967      296     00 N 9
                                 323   1967      297     00 N 9
                                 323   1967      298     00 N 9
                                 323   1967      901     00 P 1
                                 323   1967      905     00 P 1
                                 323   1967      911     00 P 1
                                 323   1967      914     00 P 1
                                 323   1967      921     00 P 1
                                 323   1967      923     00 P 1
                                                 TOT     P1
                                            ** JOB TOTALS **           **              **

  VALE PAVMT MRKING DEMO       CONT NO        FA PROJ NOS PMS 005069 100
                                 323   1968      296     00 N 9
                                 323   1968      297     00 N 9
                                 323   1968      905     00 P 1
                                                 TOT     P1
                                            ** JOB TOTALS **           **              **

  UPRR XING @ LOCUST AV-NYSSA  CONT NO        FA PROJ NOS RRP 005024 100
                                 323   1980      905     00 P 1
                                 323   1980      922     00 P 1
                                                 TOT     P1
                                            ** JOB TOTALS **           **              **

  DORIAN D(ONTARIO)-VERNE D    CONT NO      * FA PROJ NOS M   650001 100
                                 323   1968      205     00 P 1
                                 323   1968      294     00 N 1
                                 323   1968      901     00 P 1
                                 323   1968      903     00 P 1
                                 323   1968      905     00 P 1
                                 323   1968      910     00 P 1
                                 323   1968      911     00 P 1
                                 323   1968      914     00 P 1
                                 323   1968      915     00 P 1     50.85            50.85
                                 323   1968      920     00 P 1
                                 323   1968      921     00 P 1
                                 323   1968      922     00 P 1
                                 323   1968      923     00 P 1
                                                 TOT     P1         50.85            50.85
                                                 TOT     N1
                                            ** JOB TOTALS **        50.85  **        50.85  **

  OR ELECTRIC RRXING-SALEM     CONT NO        FA PROJ NOS RRS 724001 100
                                 324   1908      901     00 P 1
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                                                            JULY 1980        PAGE  610
UMMARY
                                                              FISCAL         GRAND TOTAL
                                                           YEAR TO DATE        TO DATE
EPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH

                                                                                        STATE
             CONT NO        * FA PROJ NOS OS   302001 100                  1,2[illegible].00CR
                 323    1967      [illegible]      00 N 9                        [illegible]
                 323    1967      297      00 N 9                         7[illegible]
                 323    1967      298      00 N 9                        [illegible]
                 323    1967      [illegible]      [illegible] P 1                        52.47
                 323    1967      [illegible]      00 P 1                          5.93
                 323    1967      911      00 P 1                        104.53
                 323    1967      914      00 P 1                        774.11
                 323    1967      921      00 P 1                         43.64
                 323    1967      923      00 P 1                      1,062.68
                                  TOT      P1
                            ** JOB TOTALS **            **              **    1,062.68  **

                                                                                        STATE
EMO          CONT NO          FA PROJ NOS PMS 005069 100                        59.29CR
                 323    1968      [illegible]      00 N 9                         59.29
                 323    1968      [illegible]      00 N 9                         59.29
                 323    1968      [illegible]      00 P 1                         59.29
                                  TOT      P1
                            ** JOB TOTALS **            **              **       59.29  **

                                                                                        STATE
AN-NYSSA     CONT NO          FA PROJ NOS [illegible] 00S024 100                        55.50
                 323    1980      905      00 P 1                          4.05
                 323    1980      922      00 P 1                         59.55
                                  TOT      P1
                            ** JOB TOTALS **            **              **       59.55  **

                                                                                        STATE
ERNE D       CONT NO        * FA PROJ NOS M    650001 100                      263.00CR
                 323    1968      295      00 P 1                        263.29CR
                 323    1968      294      00 N 1                        836.27
                 323    1968      901      00 P 1                      2,893.25
                 323    1968      903      00 P 1                        5[illegible]2.5[illegible]
                 323    1968      [illegible]      00 P 1                        227.04
                 323    1968      910      00 P 1                         69.44
                 323    1968      911      00 P 1                        1[illegible].[illegible]7
                 323    1968      914      [illegible] P 1          50.85           50.85         [illegible]
                 323    1968      915      00 P 1                        147.48
                 323    1968      920      00 P 1                        611.04
                 323    1968      921      [illegible] P 1                         [illegible].97
                 323    1968      922      [illegible] P 1                        392.38
                 323    1968      923      00 P 1                      5,683.13
                                  TOT      P1               50.85           50.85        263.29CR
                                  TOT      N1
                            ** JOB TOTALS **       50.85  **       50.85  **    5,419.84  **

                                                                                        STATE
G-SALEM      CONT NO          FA PROJ NOS RRS 724001 100                       538.62
                 324    1908      901      00 P 1
```

TOTAL TO DATE JOB COST SUMMARY

SEPTEMBER 1976

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE
	320	1485	920	00 &			
	320	1485	921	00			10.00CR
			** JOB TOTALS **			**	18.25 **
FLORENCE (MAPLE ST)	320	1486	901	00			
	320	1486	905	00			
	320	1486	914	00			
	320	1486	920	00			
	320	1486	921	00			10.00CR
			** JOB TOTALS **			**	10.00CR**
COMMERCIAL ST (NYSSA)	323	1455	901	00			
	323	1455	905	00			
	323	1455	914	00			
	323	1455	920	00			25.00
	323	1455	921	00			58.00
			** JOB TOTALS **			**	83.00 **
	324	1470	295	00			
	324	1470	296	00			
			** JOB TOTALS **			**	**
IDAHA(CHURCH ST BR)MARION/LIN	324	1483	901	00			
	324	1483	905	00			4.07
	324	1483	906	00			
			** JOB TOTALS **			**	4.07 **
N 5TH ST (HUBBARD)	324	1490	901	00			
	324	1490	905	00			3.10
	324	1490	910	00			
	324	1490	914	00			
	324	1490	920	00			
	324	1490	921	00			55.77
			** JOB TOTALS **			**	58.87 **
CITY STS IN GERVAIS PAVING	324	1491	901	00			11.15
	324	1491	905	00			3.10
	324	1491	910	00			
	324	1491	914	00			
	324	1491	920	00			10.00CR
	324	1491	921	00			
			** JOB TOTALS **			**	4.25 **
SE 6TH AVE (TROUTDALE)	326	1463	901	00			
	326	1463	905	00			
	326	1463	905	00 &			
	326	1463	910	00			
	326	1463	920	00			
	326	1463	921	00	5.00CR		55.14

```
                                                                        SEPTEMBER 1976          PAGE  335
ST SUMMARY
                                                                                FISCAL            GRAND TOTAL
                     PREFIX          FUNCTION   GR  CURRENT MONTH         YEAR TO DATE           TO DATE
R DEPARTMENT                                                                                         6.70
                  320     1485       920      00 &                            10.00CR              168.62
                  320     1485       921      00                              18.25  **          3,774.55  **
                                ** JOB TOTALS **                  **
                                                                                                 1,351.25
T)                320     1486       901      00                                                   644.60
                  320     1486       905      00                                                    89.31
                  320     1486       914      00                                                    14.26
                  320     1486       920      00                              10.00CR              164.76
                  320     1486       921      00                              10.00CR**          2,264.18  **
                                ** JOB TOTALS **                  **
                                                                                                 1,908.99
YSSA)             323     1455       901      00                                                   383.97
                  323     1455       905      0U                                                      .48
                  323     1455       914      00                              25.00                 42.40
                  323     1455       920      00                              58.00                180.64
                  323     1455       921      00                              83.00  **          2,516.48  **
                                ** JOB TOTALS **                  **
                                                                                                   193.13
                  324     1470       295      00                                                   193.13CR
                  324     1470       296      00                                     **                    **
                                ** JOB TOTALS **                  **
                                                                                                   155.53CR
BR)MARION/LIN     324     1483       901      00                               4.07                  4.07
                  324     1483       905      00                                                   469.58
                  324     1483       906      00                               4.07  **            318.12  **
                                ** JOB TOTALS **                  **
                                                                                                 2,186.77
D)                324     1490       901      00                               3.10                978.53
                  324     1490       905      00                                                   723.77
                  324     1490       910      00                                                    94.47
                  324     1490       914      00                                                    22.34
                  324     1490       920      00                              55.77                346.29
                  324     1490       921      00                              58.87  **          4,352.17  **
                                ** JOB TOTALS **                  **
                                                                              11.15              1,195.13
VAIS PAVING       324     1491       901      00                               3.10                167.96
                  324     1491       905      00                                                 1,284.05
                  324     1491       910      00                                                   192.79
                  324     1491       914      00                                                    22.34
                  324     1491       920      00                              10.00CR              130.04
                  324     1491       921      00                               4.25  **          2,992.31  **
                                ** JOB TOTALS **                  **
                                                                                                 2,466.62
OUTDALE)          326     1463       901      00                                                   509.72
                  326     1463       905      00                                                   173.25
                  326     1463       905      00 &                                                  44.32
                  326     1463       910      00                                                    25.06
                  326     1463       920      00                              55.14                474.10
                  326     1463       921      00            5.00CR
```

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	9th St. - 3rd St. (Nyssa) **Malheur County**					
	Preliminary Engineering **Type Code P.E.**					
	State	All Required			$ 1,052.68	
	Constpuction **Type Code 6201** **Roadway (Sta. 9+60 To Sta. 30+40)**					
	Final Contract Payment Summary	Lump Sum			71,603.55	
	Construction Engineering					
	State	All Required			2,518.60	
	Total Participating Costs				$75,174.83	
	Nonparticipating Items					
	Interest Paid to Contractor	All Required			36.34	
	Construction Engineering	All Required			4,116.72	
	Total Nonparticipating Costs				$ 4,153.06	
	Total Project Costs				$79,327.89	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/17/80.					
	Vred JCS					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. OS-2302(1)

VOUCHER PERIOD From: 10-18-77 To: 9-11-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$79,327.00	$75,174.83	85.00%	$64,500.00	$64,500.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon 7/30/80
FORWARDED BY FHWA DIVISION OFFICE		V.E. Shaeg, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

#-8676 11-80 x

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) (For "Off-System" Project)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. OS-2302(1)	2. COUNTY Malheur	3. STATE Oregon 8676

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

The work done consisted of construction of roadbed grading, aggregate base and asphalt concrete pavement, along with the performance of such additional and incidental work as called for in the specifications and plans. All the work, completed on May 31, 1978, was on the 9th St.-3rd St. (Nyssa) Section of Commercial Ave. in the City of Nyssa.

5. CONTRACTOR'S NAME Ontario Asphalt Paving	6. CONTRACT AMOUNT $ 68,017.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)*

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

3/18 cf

RECEIVED
STATE HWY ENGR
MAR 18 '80
REFER TO [illegible]
FOR
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Sign
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9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 48 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
6201	0.394	40		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY David B. Carter, Area Engineer	11. DATE OF INSPECTION 7-19-80

12. IN COMPANY WITH
Frank Burnett, Resident Engr, OSHD; J. Savage, ARAM, Oregon, FHWA

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE G K Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 3-11-80	17. TITLE Field Operations Engineer	18. DATE 3-11-80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8676

8

August 31, 1978

Seaboard Surety Company
Seattle-First National Bank Building
1001 4th Avenue
Seattle, Washington 98154

Gentlemen:

On August 28, 1978, we wrote to you concerning release of final payment on Contract No. 8676 awarded to Ontario Asphalt Paving Company for work on 9th Street-3rd Street Section in Nyssa, Malheur County.

Final payment on this contract is $3,316.47 and the total contract amount is $71,603.35 including $1,267.52 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Ontario Asphalt Paving Co.
P. O. Box 457
Ontario, OR 97914

C. T. Keasey
Walt Hart
Wendell Schwartz

8676

Nyssa

Salem, Oregon
August 1, 1978

Fred Eriksen
Fred Eriksen
Design Engineering Supervisor

9th St.-3rd St. (Nyssa)
City Street (Commercial Ave.)
Malheur County

P. F. Burnett
Resident Engineer

The "As Constructed" narrative report was interesting. It was fortunate for the City that the successful bid was below the available funds and you were able to pave the full 40 foot width as originally planned.

It is sometimes quite difficult on these city jobs to keep the estimated cost within the available funds and do everything the city would like to do. So it is gratifying to have them work out like this one.

FE:ab
cc: W. E. Schwartz

RECEIVED
AUG 0 2 1978
ENGINEERING SECTION

Varsteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

Trout
Do Not File ☐
Return To
Bring Up / /
Action

176 8

cc: State (H. S. Coulter)

STATE COPY

7

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT &
FINAL INSPECTION REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Malheur	DIVISION Oregon
DATE OF INSPECTION 7-19-78	INSPECTION MADE BY David B. Carter, AE		PROJECT NO. OS 2302(1)

IN COMPANY WITH
Frank Burnett, Resident Engineer, OSHD; Joe Savage, ARAM - Oregon, FHWA

LOCATION
9th St.-3rd St. (Nyssa) Section of Commercial Avenue in the City of Nyssa, Malheur County, Oregon

CONTRACTOR NAME AND ADDRESS
Ontario Asphalt Paving Co., P.O. Box 457, Ontario, Oregon 97914

AWARD DATE 1-30-78	CONTRACT AMOUNT $68,017.00	TIME ALLOWED 125 calendar workdays	TIME STARTED 3-1-78	WORK STARTED 5-5-78
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED $\frac{95}{125} = 76\%$	WORK COMPLETED 100%	

REMARKS

NINTH ST.-THIRD AVENUE (NYSSA) SECTION
COMMERCIAL AVENUE
CITY OF NYSSA
Grading & Paving

This project provided for the grading and paving of approximately 0.39 miles of Commercial Avenue in the City of Nyssa, Oregon. This project provides improved access to the commercial enterprises and residential homes in the area.

The final project cost including engineering will be within 1 percent of the project authorization.

The City of Nyssa has accepted the project.

The Resident Engineer indicated the materials incorporated into the work were in substantial conformance with the specifications or are suitable for the use intended and will be accepted in accordance with the current penalty assessment guidelines.

It is recommended the project be accepted.

7-28-78
cy Keasey

RECEIVED
STATE HWY ENGR
JUL 28 '78
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8676

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 9th St.-3rd St. (Nyssa)

WEEK ENDING: July 15, 1978

SECTION PREFIX: 323-1057

HIGHWAY: City St. (Commercial Ave.)

COUNTY: Malheur

NAME OF JOB: 9th St. - 3rd St. (Nyssa)

KIND OF WORK: Grading and Paving

CONTRACTOR: Ontario Asphalt Paving Co.

CONTRACT NUMBER: 8676

FEDERAL AID PROJECT NUMBER: OS-2302 (1)

DATE OF CONTRACT: January 30, 1978

DATE WORK STARTED: May 5, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 125 CWD

WORK DAYS USED

CALENDAR DAYS USED 95 CWD

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 76

PROJECT AUTHORIZATION: $ 77,879.47

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 71,077.77

ENGINEERING AUTHORIZATION $ 6,801.70

This Week 256.00

ENGINEERING COST TO DATE $ 6,026.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 71,604.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

DATE PROJECT WAS COMPLETED: May 31, 1978

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 89 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.40	0.40			0.40
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.40	0.40			0.40
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,602 cy	5,060 ton			1,400 ton
TOTAL QUANTITIES CORRECTED TO DATE	1,941 cy	4,991 ton			1,690 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,941 cy	4,991 ton			1,690 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	9	Fair	0		
MONDAY	10	Fiar	0		
TUESDAY	11	Fair	0		
WEDNESDAY	12	Fair	0		
THURSDAY	13	Fair	0		
FRIDAY	14	Fair	0		
SATURDAY	15	Fair	0		

RECEIVED
JUL 17 1978
CONSTRUCTION
BRANCH

Kessey K
Jackmond
Hopkins
Williams
Johnsen
Glenn

Richards
Berg
Inkles
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	NO ACTIVITY THIS WEEK
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted Tuesday of this week.

This will be the final report on this project.

SIGNED ______________ LOCATION Ontario

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

OREGON STATE HIGHWAY VISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Nyssa
City Hall
Nyssa, OR 97913

Attention of Mr. Henry Schnieder
City Manager

Request No. (assigned by staff engineer or head of section) CC1827

Date May 31, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Transferred from ~~SCM~~ SCA Funds for Advance Deposit $16,600.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$3,000.00	
		To be transferred to State Hwy. funds for the 9th St.-3rd St. Section on Commercial Ave. Off System Project SOS-2302(1)		$13,600.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $16,600.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 323-1057-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8676

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-51	. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-6-78	Oregon County Malheur Project No. OS-2302(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

9th St. - 3rd St. (Nyssa)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-18-77	0.394
RIGHTS-OF-WAY		
CONSTRUCTION	10-18-77	0.394
OTHER *(Specify)*		

FUNDS Pro rata 78.2%

ESTIMATED TOTAL COST OF PROJECT $ 78,879.00	FEDERAL FUNDS $ 63,683.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator MAR 6 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, February 7, 1978

Federal Aid Project
No. OS-2302(1)

9th St. - 3rd St. (Nyssa)
City Street (Commercial Ave.)
Malheur County

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 1,000.00
Type Code 6201 Roadway (Sta. 9+60 to Sta. 30+40)			
Mobilization	All Required		$ 3,500.00
General Excavation	2,602 Cu.Yd.	3.50	9,107.00
Watering	120 M-Gal.	10.00	1,200.00
3/4"-0 Aggregate Base	5,060 Ton	5.00	25,300.00
Class "B" or Class "C" Asphalt Concrete	1,400 Ton	19.75	27,650.00
12-inch Culvert Pipe	70 Lin.Ft.	18.00	1,260.00
		Subtotal	$68,017.00
		Engineering	9,862.00
		Total	$77,879.00

Length of Project - - - - - - - - - - - - 0.394 Mile
Cost of Roadway per Mile - - - - - - - - $197,662.44

Summary of Funds (78.2%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 1,000	$ 782	$ 218
Roadway	77,879	62,901	14,978
Total	$78,879	$63,683	$15,196

Group 1 100%

Contract No. 8676

Prefix 323-1967

Prefix 323-1057

8676

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 17, 1978

Ontario Asphalt Paving Co.
P. O. Box 437
Ontario, OR 97914

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8676 for work on the 9th Street-3rd Street Section of Commercial Avenue in Nyssa, Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

[illegible]
Enclosure

cc Seaboard Surety Company
90 William Street
New York, NY 10038

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
P. F. Burnett

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86 McMINNVILLE, OREGON 97128

February 6, 1978

Hansen & Rowland, Inc.
PO Box 1633
Tacoma, Washington
98401

Gentlemen:

Please execute as soon as possible, we are short on time, and return directly to the State Department of Transportation, 121 Transportation Bldg., Salem, OR 97310.

Thank you.

Sincerely,

J C COMPTON CO.

By
John C. Compton

JCC/mgd

February 7, 1978
Oregon State Department of Transporation
121 Transportation Bldg.
Salem, OR 97310

No. [illegible]

Per above request enclosed are two sets of Contracts for Ontario Asphalt Paving Co. duly executed by them along with executed Performance Bond.

Helen McMillan

Helen McMillan,
Surety Bond Dept.

RECEIVED
FEB 8 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 1, 1978

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 8 1978
File: PM FA
TAA Hildebrandt LG OP

Nyssa City Council
City Hall
Nyssa, OR 97913

Attention Mr. Henry Schneider
City Manager

Gentlemen:

On January 26, 1978 a satisfactory bid was received from Ontario Asphalt Paving Company, 1305 Lafayette Avenue, McMinnville, OR 97128 for the 9th St.-3rd St. Section in Nyssa. This is an Off-System Project.

The City's share of the anticipated total project costs based upon construction bid and preliminary engineering charges are as follows:

Construction Charges	
Bid Items	$68,017.00
4-1/2% Contingencies	3,060.77
10% Engineering	6,801.70
Estimated Construction Charges	$77,879.47
Preliminary Engineering Charges	845.96
Total (Federal Participation)	$78,000.00 ? – 78,725.43
Less Off-System Funds	-75,000.00
100% County Funds	3,725.43
14% of $75,000.00	10,500.00
P.E. prior to FHWA approval	2,773.62
Less amount previously transferred for P.E.	- 420.00
TOTAL CITY SHARE	$16,579.05
Or Rounded to	$16,600.00

As stated in the agreement the City's advance deposit for this project is to be made up by transfering from the City of Nyssa's SCA funds to State Highway funds.

If this is your understanding and you approve, would you please sign at the bottom of this letter and forward to Mr. Roger Lang, Region 5 Federal Aid Engineer, 2111 Adams Avenue, P. O. Box 850, La Grande, OR 97850, prior to February 17, 1978.

APPROVED

City of Nyssa

Very truly yours,

for Gerald Wimer
Local Government Manager

HR:ljt

c.c. Dick Hacek
Roger Lang

8676

8

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
P. F. Burnett
SAIF
Fran

February 1, 1978

Ontario Asphalt Paving Co.
P. O. Box 457
Ontario, OR 97914

Gentlemen:

The Oregon Transportation Commission on January 30, 1978, accepted your proposal for work on the 9th Street-3rd Street Section of Commercial Avenue in Nyssa, Malheur County, for the sum of $68,017 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Nyssa.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8676.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Bldg., Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
January 27, 1978

FILE:

FROM: W. E. Schwartz
Region Engineer

TO: Frank Burnett
Resident Engineer

ONTARIO

SUBJECT: 9th-St.-3rd St. (Nyssa)
Section
Malheur County

In working up the design for subject project, the paved shoulders had to be eliminated to stay within the programmed amount. $89,500 in Federal SOSR funds and $25,000 SCA State funds were programmed for this project. There were to be no City funds involved.

Low bid received yesterday, January 26, was considerably below the estimate prepared by our Cost Analysis Section. We would therefore like to add the four-foot paved shoulders back into the project. We have checked with Nyssa City Manager, Henry Schneider, who concurs with this.

Attached is a bid schedule showing the breakdown of Ontario Asphalt's low bid. From the figures added to the sheet by Roger Lang, it appears that the shoulders can be added and we will still be within the allowable $89,000.

When the bid is awarded, get with the contractor and see if he is willing to do the additional work at his unit bid prices. If he is agreeable, prepare the necessary price agreements to adjust the quantities.

WES:sh
Attachment

cc C. T. Keasey
D. H. Moehring

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE [✓ ☐] OPE ☐
JAN 31 1978
File: PM FA
LG OP
TAA Reynoldson

No! → Do we need more deposit?
If so request through Region

9th St.-3rd St. (Nyssa) Section
Grading and Paving

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

BID SCHEDULE

Jan 26 Bid

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
1.	Mobilization	Lump Sum	All	Lump Sum	$ 3500
	ROADWORK				
2.	General Excavation	Cu.Yd.	2,602	$ 3.50	9107
3.	Watering	M-gal.	120	10.00	1200
4.	3/4" - 0 Aggregate Base	Ton	5,060	5.00	25300
	-Elim 3½		4703		23515
5.	Class "B" or Class "C" Asphalt Concrete	Ton	1,400	19.75	27650
	(8' shldr on Lt. back in)		1767		34898.25
6.	12-inch Culvert Pipe	Lin.Ft.	70	18.00	1260

Total Amount of Bid $ 68017

Total Amt fundable
$89,500
87,435
2,065
Cushion

Cont 4½%	3060.77
Engr 10%	6801.70
	$ 77879.47

Amt.	$ 73,480.25
Cont	3,306.61
Engr	7,348.03
	84,134.89
PE to date	3300

8676

Nyssa

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/28/77
Donald L

1-26-78 Bid Letting ____________ All Clear Deadline

SECTION 9TH ST.-3RD ST. (NYSSA)
Highway City Street (Commercial)
County Malheur Region 5
Type of Work G, P Funds OS CITY
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	No identified significant problems
Write-off Letter	☒					

PERMITS:

Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:

Cultural Survey		☒			☒	
Cultural Salvage	☒					

NOISE:

Noise Study		☒			☒	

8676 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

January 9, 1978

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 26, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 26, 1978 on the following projects:

1. Sandy WCL-Alder Creek
   Mt. Hood Highway
   Clackamas County

   Paving

   A Class III bikeway will be incorporated in this project.

2. Lewis & Clark River Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Youngs Bay Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Same as No. 2.

4. Coos River Highway Junction
   Oregon Coast Highway
   Coos County

   Traffic signals

   Same as No. 2.

5. Oregon Coast Highway at Cemetery Road (Millington)
Oregon Coast Highway
Coos County

Grading and paving

Five-foot sidewalks will be constructed throughout the project.

6. Oregon Coast Highway at 11th Street (Bandon)
Oregon Coast Highway
Coos County

Traffic signals

Same as No. 2.

7. Chetco Avenue at Center Street (Brookings)
Oregon Coast Highway
Curry County

Traffic signals

Same as No. 2.

8. Elbow Lake-Gardiner
Oregon Coast Highway
Douglas County

Paving

Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

9. Lincoln County Line-Heceta Head
Oregon Coast Highway
Lincoln and Lane Counties

Paving

Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

10. 9th Street-3rd Street (Nyssa)
Commercial Street
Malheur County

Paving - 8-foot shoulder, parking provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

11. Pudding River Bridge
Nusom Road
Marion County

Grading, paving and structure. Grading and paving incidental to structure. 32-foot roadway provided.

Same as No. 10.

12. Burnside Bridge
City Street
Multnomah County

Deck surfacing

Same as No. 2.

13. Brownell Ditch-Hermiston Ditch
River Road
Umatilla County

Grading, paving and structure. Grading and paving incidental to structure. 40-foot roadway provided on structure.

Same as No. 10.

14. Elm Avenue- E Highland Avenue (Hermiston)
Umatilla-Stanfield Highway
Umatilla County

Traffic signals

Same as No. 2.

15. Warm Springs Jct-Willow Creek
Warm Springs Highway
Wasco County

Paving (overlay)

Same as No. 2.

16. Beaverton-Tigard Highway at Greenburg Road
Beaverton-Tigard Highway
Washington County

Traffic signals

Same as No. 2.

17. Bellvue-McMinnville
Salmon River Highway
Yamhill County

Grading, paving, structure and signing

Five-foot shoulders will be striped and signed as narrow, Class III bikeway.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8676

8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-4-78

FEDERAL AID PROJECT NO.
-2302(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Malheur

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80015

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
12-15-77	1-4-78	Non-Federal-aid
		STATE ROUTE NUMBER
		City Street

GENERAL LOCATION:
"9th Street- 3rd Street (Nyssa) Section"

GENERAL DESCRIPTION OF WORK:
Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
XX OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 12-22-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

Swan
1-23

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-4-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

```
                                  [illegible]           00 P 2
                         323   1960     914             00 P 1
                         323   1960     914             00 P 2
                         323   1960     920             00 P 1
                         323   1960     920             00 P 2
                         323   1960     921             00 P 1                                  .88
                         323   1960     921             00 P 2                                  .87
                         323   1960     923             00 P 1
                         323   1960     923             00 P 2
                         323   1960     924             00 P 1
                         323   1960     924             00 P 2
                                        TOT                P1                                  5.51         5.
                                        TOT                P2                                  5.49         5.
                                        TOT                N1
                                        TOT                N2
                                     ** JOB TOTALS **                          **             11.00   **   11.

   9TH ST-3RD ST, NYSSA         CONT NO        FA PROJ NOS OS  302001 100
                         323   1967     296             00 N 9           20.00                420.00CR
                         323   1967     297             00 N 9                                420.00
                         323   1967     901             00 P 1           72.00                 72.00
                         323   1967     905             00 P 1            9.88                 13.18
                         323   1967     921             00 P 1          738.96                738.96
                         323   1967     923             00 P 1           21.82                 21.82
                                        TOT                P1           842.66                845.96
                                        TOT                N9            20.00
                                     ** JOB TOTALS **                   862.66   **           845.96   **
```

12-77

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TOTAL TO DATE JOB COST SUMMARY                                            DECEMBER 1977         PAGE

                                                                                FISCAL            GRAND
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE        TO

   OR ELECTRIC RRXING-SALEM     CONT NO        FA PROJ NOS RRS 724001 100
                         324   1908     901             00 P 1                                 69.26
                         324   1908     905             00 P 1           26.76                 26.76
                         324   1908     914             00 P 1
                                        TOT                P1            26.76                 96.02
                                     ** JOB TOTALS **                    26.76   **            96.02   **

   12TH ST @ MADRONA (SALEM)    CONT NO        FA PROJ NOS M   155005 100
                         324   1913     911             00 P 1          832.34                832.34
                                        TOT                P1           832.34                832.34
                                     ** JOB TOTALS **                   832.34   **           832.34   **

   FRONT ST (WOODBRN)-HWY 99E   CONT NO        FA PROJ NOS M   262001 100
                         324   1915     901             00 P 1        2,741.50              5,578.03
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     [illegible]                                                                  [illegible]
     323   1960   914   00 P 1                                                59.62
     323   1960   914   00 P 2                                                59.63
     323   1960   920   00 P 1                                                17.83
     323   1960   920   00 P 2                                                17.84
     323   1960   921   00 P 1                                 .88           429.05
     323   1960   921   00 P 2                                 .87           429.04
     323   1960   923   00 P 1                                                 1.33
     323   1960   923   00 P 2                                                 1.37
     323   1960   924   00 P 1                                                30.68
     323   1960   924   00 P 2                                                30.68
                        TOT   P1                                5.51         5,007.76
                        TOT   P2                                5.49         5,002.85
                        TOT   N1                                               607.43
                        TOT   N2                                               606.99
                     ** JOB TOTALS **                 **       11.00  **    11,225.03  **

                                                                                       STATE
   CONT NO          FA PROJ NOS OS  302001 100
     323   1967   296   00 N 9           20.00              420.00CR          420.00CR
     323   1967   297   00 N 9                              420.00            420.00
     323   1967   901   00 P 1           72.00               72.00             72.00
     323   1967   905   00 P 1            9.83               13.18             13.18
     323   1967   921   00 P 1          738.96              738.96            738.96
     323   1967   923   00 P 1           21.82               21.82             21.82
                        TOT   P1        842.66              845.96            845.96
                        TOT   N9         20.00
                     ** JOB TOTALS **   862.66   **         845.96  **        845.96  **



                                                DECEMBER 1977         PAGE  463
.RY
                                                              FISCAL           GRAND TOTAL
TMENT       PREFIX       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE           TO DATE

                                                                                       STATE
   CONT NO          FA PROJ NOS RRS 724001 100
     324   1908   901   00 P 1                                69.26             539.51
     324   1903   905   00 P 1         26.76                  26.76              26.76
     324   1908   914   00 P 1                                                  100.38
                        TOT   P1       26.76                  36.02             666.65
                     ** JOB TOTALS **  26.76   **             96.02  **         666.65  **

                                                                                       STATE
)  CONT NO          FA PROJ NOS M   155005 1C0
     324   1913   911   00 P 1        832.34                 832.34             832.34
                        TOT   P1      832.34                 832.34             832.34
                     ** JOB TOTALS ** 832.34   **            832.34  **         832.34  **

                                                                                       STATE
9E CONT NO          FA PROJ NOS M   262001 100
     324   1915   901   00 P 1      2,741.52                5,628.03           5,628.03
```

```
CRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH       YEAR TO DATE         TO
MCVEY BRIDGE (LAKE OSWEGO)        303   1403      905      00                                              2.
                                  303   1403      906      00
                                  303   1403      914      00
                                  303   1403      920      00                                              1.
                                  303   1403      921      00
                                             ** JOB TOTALS **              **                    **        4.

                                                                                    72.43
MAPLE ST MYRTLE POINT             306   1425      901      00
                                             ** JOB TOTALS **              **       72.43        **
                                                                                                           1.
S 5TH-S CANYON DR (REDMOND)       309   1469      901      00
                                  309   1469      905      00
                                  309   1469      910      00
                                  309   1469      924      00
                                             ** JOB TOTALS **              **                    **        2.

BURNS (PARK ST) FOLLEY DR         313   1483      901      00
                                  313   1483      905      00                                              1.
                                  313   1483      906      00
                                  313   1483      918      00
                                  313   1483      920      00
                                  313   1483      921      00
                                  313   1483      923      00
                                             ** JOB TOTALS **              **                    **        1.
                                                                                                           2.
ROGUE RIVER(BROADWAY ST)          315   1429      901      00
                                  315   1429      905      00
                                  315   1429      910      00
                                  315   1429      911      00
                                  315   1429      914      00
                                  315   1429      920      00
                                  315   1429      921      00
                                             ** JOB TOTALS **              **                    **        2.
                                                                                    22.88                  2.
1ST AVE & CHOCKTOOT (CHILOGUI     318   1425      901      00                                              2.
                                  318   1425      905      00
                                  318   1425      910      00
                                  318   1425      921      00                     106.80
                                  318   1425      924      00
                                             ** JOB TOTALS **              **      129.68        **        5

                                                                                   203.46
               ,8                 323   1455      905      00
                                             ** JOB TOTALS **              **      203.46        **
                                                                                                           1
SHAFF RD-WASHINGTON ST(STAYTO     324   1402      910      00                     100.94
                                  324   1402      914      00
                                  324   1402      924      00
                                             ** JOB TOTALS **              **      100.94        **        1
```

	PREFIX		FUNCTION	GR	CURRENT MONTH	YEAR TO DATE	TO [illegible]
	303	1403	905	00			[illegible].20
	303	1403	[illegible]	00			2,[illegible].47
	303	1403	914	00			1.99
	303	1403	9[illegible]0	00			[illegible].15
	303	1403	921	00			1,3[illegible].4[illegible]
			** JOB TOTALS **		**	**	4,753.77 **
	306	1425	901	00		72.43	72.43
			** JOB TOTALS **		**	72.43 **	72.43 **
	309	1469	901	00			1,473.67
	309	1469	905	00			3[illegible]3.34
	309	1469	910	00			[illegible].41
	309	1469	924	00			75.72
			** JOB TOTALS **		**	**	2,164.14 **
	313	1483	901	00			11.96
	313	1483	905	00			29.80
	313	1483	906	00			1,075.07
	313	1483	918	00			44.32
	313	1483	920	00			36.18
	313	1483	921	00			5[illegible]8.72
	313	1483	[illegible]	00			11.21
			** JOB TOTALS **		**	**	1,757.26 **
	315	1429	901	00			2,104.58
	315	1429	905	00			282.50
	315	1429	910	00			31.68
	315	1429	911	00			1.[illegible]
	315	1429	914	00			92.89
	315	1429	9[illegible]0	00			21.42
	315	1429	9[illegible]1	00			1[illegible].91
			** JOB TOTALS **		**	**	2,635.66 **
GUI	318	1425	901	00		22.88	2,3[illegible].87
	318	1425	905	00			2,2[illegible]1.84
	318	1425	910	00			5[illegible]1.39
	318	1425	921	00		106.80	273.44
	318	1425	924	00			25.24
			** JOB TOTALS **		**	129.68 **	5,437.73 **
	323	1455	905	00		203.46	203.46
			** JOB TOTALS **		**	203.46 **	203.46 ** X
YTO	324	1402	910	00		100.94	1,229.87
	324	1402	9[illegible]4	00			100.94
	324	1402	924	00			75.72
			** JOB TOTALS **		**	100.94 **	1,406.53 **

	[illegible]	[illegible]	[illegible]	[illegible]	1.56	17.56	1.
	320	1485	910	00			
	[illegible]	[illegible]	[illegible]	00			
	320	1485	[illegible]	00 &			
	320	1485	921	00		10.00CR	
			** JOB TOTALS **		2.12 **	36.37 **	3.
FLORENCE (MAPLE ST)	320	1486	901	00			
	320	1486	[illegible]	00			
	320	1486	914	00			
	320	1486	920	00			
	320	1486	921	00		10.00CR	
			** JOB TOTALS **		**	10.00CR**	2.
COMMERCIAL ST (NYSSA)	323	1455	901	00			
	323	1455	905	00			
	323	1455	914	00			
	323	1455	920	00	2.44	27.44	
	323	1455	921	00		58.00	
	323	1455	923	00		51.24	
			** JOB TOTALS **		2.44 **	136.68 **	2.

TOTAL TO DATE JOB COST SUMMARY JUNE 1977 PAGE

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAN TO
SHAFF RD-W[illegible] ST(STAYTO	324	1402	910	00	161.51	1,229.87	1.
	324	1402	924	00		75.72	
			** JOB TOTALS **		161.51 **	1,305.59 **	1.
2ND ST-SPR[illegible]	324	1404	905	00		22.88	
	324	1404	910	00	75.31	896.04	
			** JOB TOTALS **		75.31 **	918.92 **	
	324	1470	295	00			
	324	1470	296	00			
			** JOB TOTALS **		**	**	
IDAHA(CHURCH ST BR)MARION/LIN	324	1483	901	00			
	324	1483	905	00		4.07	
	324	1483	906	00			
			** JOB TOTALS **		**	4.07 **	
N 5TH ST (HUBBARD)	324	1490	295	00		419.45	
	324	1490	296	00		419.45CR	
	324	1490	901	00			2/
	324	1490	905	00		3.10	
	324	1490	910	00			
	324	1490	914	00			
	324	1490	920	00			
	324	1490	921	00		55.72	

```
   [illegible] [illegible] [illegible] [illegible]         1.56            17.56          1,2[illegible].[illegible]7
   320   14[illegible]5   910   [illegible]                                                   83.[illegible]
   3[illegible]   1[illegible]   [illegible]   [illegible]                                                   1[illegible].[illegible]
   3[illegible]0   14[illegible]5   9[illegible]0   [illegible] &                                            6.70
   320   1485   921   00                           10.00CR          1[illegible].62
              ** JOB TOTALS **         2.12  **      36.37  **     3,2[illegible]2.67  **

                                                                 1,351.25
   320   1486   901   00                                           [illegible]
   [illegible]   1[illegible]   9[illegible]   [illegible]                                                 [illegible].31
   3[illegible]0   14[illegible]   914   00                                                   14.36
   320   1486   920   00                          10.00CR          1[illegible].7[illegible]
   320   14[illegible]   9[illegible]1   [illegible]                          10.00CR**        2,2[illegible]4.18  **
              ** JOB TOTALS **              **

                                                                 1,[illegible].99
   3[illegible]3   14[illegible]5   901   00                                         3[illegible].97
   3[illegible]3   14[illegible]5   905   00                                           .48
   323   1465   914   00                                           44.84      X
   3[illegible]3   14[illegible]5   920   00         2.44          27.44            1[illegible].64
   323   1465   921   00                          58.00            51.24
   323   1458   923   00                          51.24
              ** JOB TOTALS **         2.44  **      136.68  **     2,570.16  **

                                                          JUNE 1977         PAGE  407
UMMARY
                                                             FISCAL          GRAND TOTAL
                                                          YEAR TO DATE        TO DATE
EPARTMENT       PREFIX      FUNCTION    GR   CURRENT MONTH    1,2[illegible].[illegible]7         1,219.87
ST(STAYTO     324   1402     910    00       161.51            75.72             75.72
              324   1402     924    00
                        ** JOB TOTALS **     161.51  **      1,306.59  **      1,306.59  **

                                                               22.88             22.88
              324   1404     905    00                        896.04            896.04
              324   1404     910    00        75.31
                        ** JOB TOTALS **      75.31  **       918.92  **        918.92  **

                                                                                193.13
              324   1470     2[illegible]5    00                                          193.13CR
              324   1470     296    00                  **               **                **
                        ** JOB TOTALS **

                                                                                155.53CR
RION/LIN      324   1483     901    00                          4.07              4.07
              324   1483     9[illegible]5    00                                            469.53
              324   1483     906    00                  **       4.07  **         318.12  **
                        ** JOB TOTALS **

                                                              419.45            419.45
              324   1490     295    00                        419.45CR          419.45CR
              324   1490     2[illegible]6    [illegible]                                         2,1[illegible]6.77
              324   1490     901    00                          3.10            978.53
              324   1490     905    00                                            723.77
              324   1490     910    00                                             94.47
              324   1490     914    00                                             22.34
              324   1490     920    00                         55.77            3[illegible]6.29
              324   1490     921    [illegible]
```

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROV AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-2302(1)

ATE PROJECT NO. See Below

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80015

FROM:

G. L. Green, Division Administrator
Salem, Oregon

12-15-77

TO:

Mr. F. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-15-77

FEDERAL ROUTE NUMBER Non Federal Aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"9th St - 3rd St (Nyssa) Section"

GENERAL DESCRIPTION OF WORK:

Grade, Drain and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
XX OTHER (Specify) Construction

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-13-77 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $79,700, Federal Funds- $62,000 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 12-15-77

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

CITY OF NYSSA

14 SOUTH THIRD STREET
Nyssa, Oregon 97913

OFFICE OF
City Manager

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE DEC 15 1977 ☒
☐ RDE RECEIVED ☐
REGIONAL OFFICE

13 December 1977

Subject: PROJECT CONSIDERATION

To: Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

Attention: Roger Lang

In order to reduce the over-all cost of the Nyssa Commercial Avenue project, request the northerly side paved shoulder of Commercial Avenue be eliminated. ✓

We can agree to a rock shoulder in lieu thereof because cost is an important factor. ✓

Request consideration be given to this change in construction.

Henry Schneider
City Manager

cy Versteeg
Wimer ✓

bjh

Barnett

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
N
DEC 16 1977
~~Orange~~
TAA ______ File: PM FA LG OP

Thunderegg Capital of the World

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

December 13, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Off System Roads Projects
Construction Authorization & Obligation of Funds

We hereby request your authorization for construction and obligation of federal funds on each of the following listed Off System Roads Projects:

Project No.	Section	Total Cost	Federal Funds
OS-1300(1)	Silvies River (Standcliff) Br.	$144,000	$123,000
OS-1500(2)	Big Butte Creek Bridge	$131,700	$112,940
OS-2203(1)	6th, 8th, Quincy & Smith Sts. (Harrisburg)	$ 77,000	$ 59,840
OS-2300(1)	Jordan Creek Bridge	$145,400	$124,720
OS-2302(1)	9th St.-3rd St. (Nyssa)	$ 79,700	$ 62,000

CL:dmc
cc: H. Reynoldson

~~Section~~ 9th St. – 3rd St. (Nyssa)

Programming Estimate $ [illegible]

Highway City Street (Commercial Ave)

Project Length 0.39 mile

County Malheur

Completion Time 125 cal. workdays

Kind of Work Grading & Paving

Prefix 323-1017

FA Project No. 05 – 2302(1)

ROUTING SLIP

Date: 12/12/77

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number 5
District Number ______

ATTENTION: Roger Lang

FROM: Loc. Prog.

Two copies of the revised estimate for the Nyssa project are attached for your reference

Form 81-731-0022 (7/77)

RUCTION AUTHORIZATION

t Amount $ 73,383 –

$ ______

Misc. Permit Fees ______

$ 73,383

Contingencies (4-1/2%) 3,302 24

Engineering (10 %) 7,338 30

SUBTOTAL $

Credit for ______ . . . .

Estimated Net Authorization, Construction . . . . $ 84,023 54

APPROVED

Road Design Engineer

Section 9th St. - 3rd St (Nyssa)
Programming Estimate $ [illegible]

Highway City Street (Commercial Ave)
Project Length 0.39 mile

County Malheur
Completion Time 125 cal. workdays

Kind of Work Grading & Paving

Prefix 323-1967
FA Project No. 05 - 2302(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 73,383 —

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$

$ 73,383

Contingencies (4-1/2%) 3,302.24

Engineering (10 %) 7,338.30

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 89,023.54

APPROVED

Road Design Engineer

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST [✓ ESTIMATE]

Sheet ______ of ______
Date 12-5-77

Section 9th St. - 3rd St. (Nyssa)
County Malheur
Kind Of Work Grading & Paving
Length 0.37 mi.
Name Stein

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All	Lump Sum	6,000 –
	ROADWORK					
	General Excavation		Cu Yd	2602	4 –	10,408
	Watering		M-Gal.	120	10 –	1,200
	3/4"-0 Aggregate Base		Ton	5060	4^{50}	[illegible]
	Class "B" or Class "C" Asphalt Concrete		Ton	1400	23^{00}	32,200
	12-inch Culvert Pipe		Lin Ft	70	11^{50}	805

FORM 81-[illegible]34-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

December 9, 1977

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: Gerald Wimer
Local Government Section

SALEM

SUBJECT: Construction Estimate
9th Street-3rd Street (Nyssa)
Commercial Avenue
Combination Funding of SOS
and SCA

Mr. Schneider, City Manager of Nyssa, has advised me the City has no funds to meet the current estimate of $101,862. This amount would require 100 percent monies of $15,662.

Mr. Schneider requests the project be down scoped so that the $89,500 funding limits not be exceeded. (75,000 x 86% + 25,000 = 89,500)

Please take the necessary steps to down scope the project.

RCL/dlm
Attachments

cc: Henry Schneider w/ attach.
Hal Versteeg w/ attach.

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
DEC 12 1977

File: PM FA
TAA LG OP

Section 9th St. - 3rd St. (Nyssa) Programming Estimate $ 102 000 [illegible]

Highway City Street (Commercial Ave) Project Length 0.39 mile

County Malheur Completion Time 125 cal. workdays

Kind of Work Grading & Paving

Prefix 323-1967 FA Project No. 05 - 2302(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 88,963 —

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE DEC 9 1977 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

Anticipated Additional Items:
Royalty Payment ________
Building Permit Fees ________
Slide Correction ________
Railroad Protective Costs ________
Other Railroad Costs ________
Permanent Signing ________
Permanent Pavement Striping ________
Temporary Pavement Striping ________
Remove Pavement Striping (Exist. & Temp.) ________
Temporary Erosion Control ________
State Furnished ________ ________
Install Water Meter ________
Furnish Water ________
Laboratory Fees ________
On the Job Trainees ________
State Responsibility for Damages ________
Signal Controller Testing ________
Bikeway Signs ________
Furnish Mail Box Posts ________
Adjust Utilities ________ ________
Misc. Permit Fees ________ ________

$ ________

	$ 88,963 —
Contingencies (4-1/2%)	4,003 34
Engineering (10 %)	8,896 30
SUBTOTAL	$
Credit for ________	
Estimated Net Authorization, Construction	$ 101,862 64
SCA & SOS	-89 500
	12 362
P.E.	+ 3300
100% city	15,662

APPROVED ________

Road Design Engineer

No funds available
City wants project down
scoped to meet TEC of 89,500

REGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______

Date 12-5-77

Section 9th St. - 3rd St. (Nyssa)

County Malheur

Kind Of Work Grading & Paving

Length 0.37 mi.

Name Stein

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All	Lump Sum	6,600-
	ROADWORK					
	General Excavation		Cu Yd	2602	4-	10,408
	Watering		M-Gal.	115	10-	1,150
	3/4"-0 Aggregate Base		Ton	4750	5^{25}	24,937
	Class "B" or Class "C" Asphalt Concrete		Ton	1750	25^{75}	45,062
	12-inch Culvert Pipe		Lin Ft	70	11^{50}	805-

[illegible]

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Administrator & State Highway
Engineer
Oregon State Highway Division
Transportation Building
Salem, OR 97310

This Space for Use of Accounting Division

Date November 4, 1977
Invoice No.
P. O. No.

Transfer SCA funds to State Highway funds as matching funds for the P.E. for the 9th St.-3rd St. Section on Commercial Avenue, in the City of Nyssa.

OFF SYSTEM Roads Project	SOS-2302(1)
Lump Sum	$420.00
R/W Prefix	323-1967-297

G. W. Wimer
Local Government Manager

8676 10-18-77 8

U.S. DEPARTMENT OF TRANSPORT - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

AL AID PROJECT NO. OS-2302 (1)

STATE PROJECT NO. See Below

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80015

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 21 '77
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	10-18-77	Non Federal Aid
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"9th St - 3rd St (Nyssa) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
☐ OTHER (Specify) TEC $3,000 - F.F. $2,500

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-6-77 letter

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-18-77		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68). WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
3	Plan & Profile

10-11-77

STATE OF OR

STATE HIGHWAY

PLANS FOR PROPOSED

9TH. ST. - 3RD ST. (N

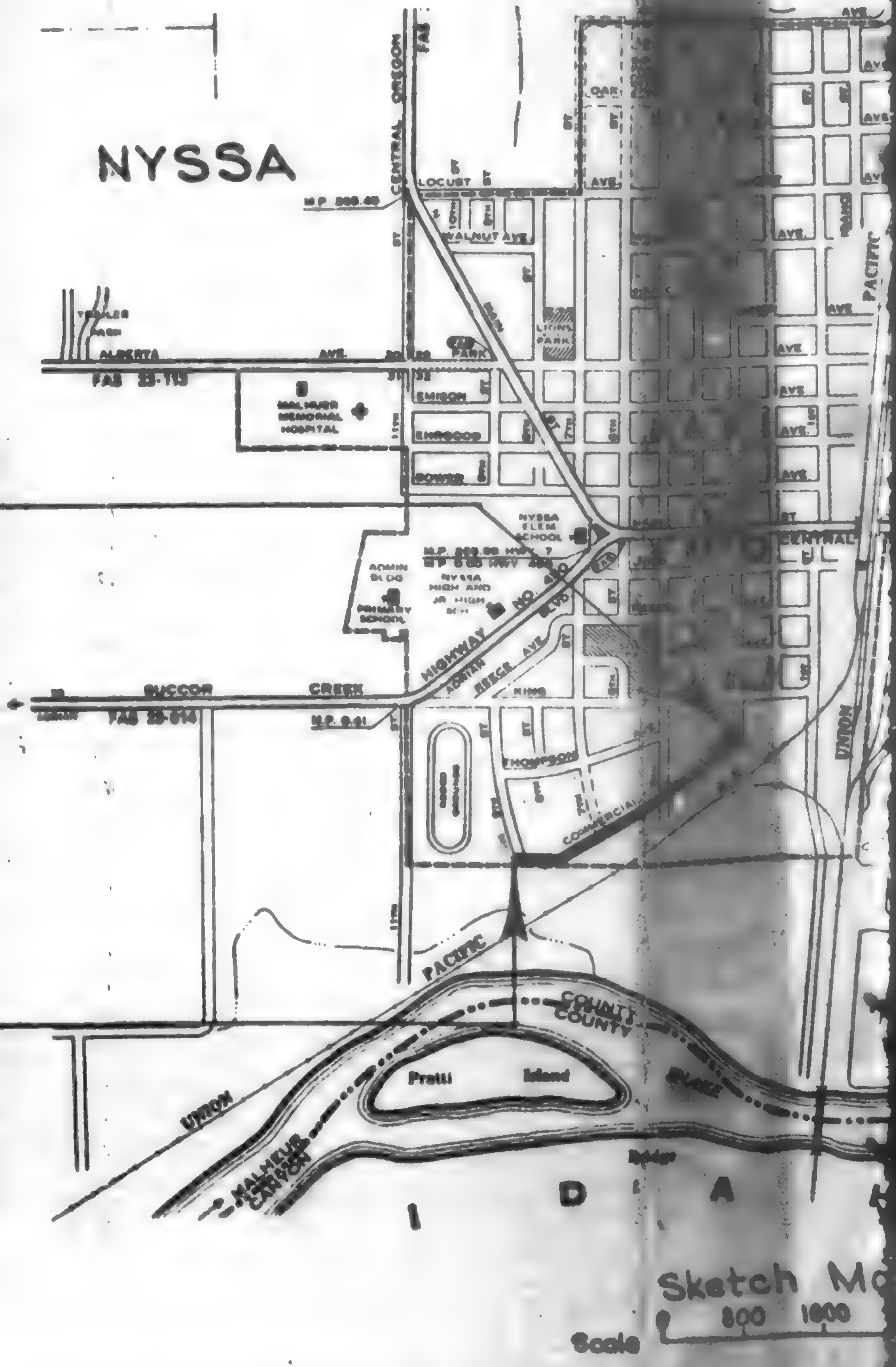
CITY STREET COMME

M[illegible] COUNT

Temorary Protection & Direction
Of Traffic To Be Written In Specs

END OF PROJECT
Sta. 30+40

BEGINNING OF PROJECT
Sta. 9+60

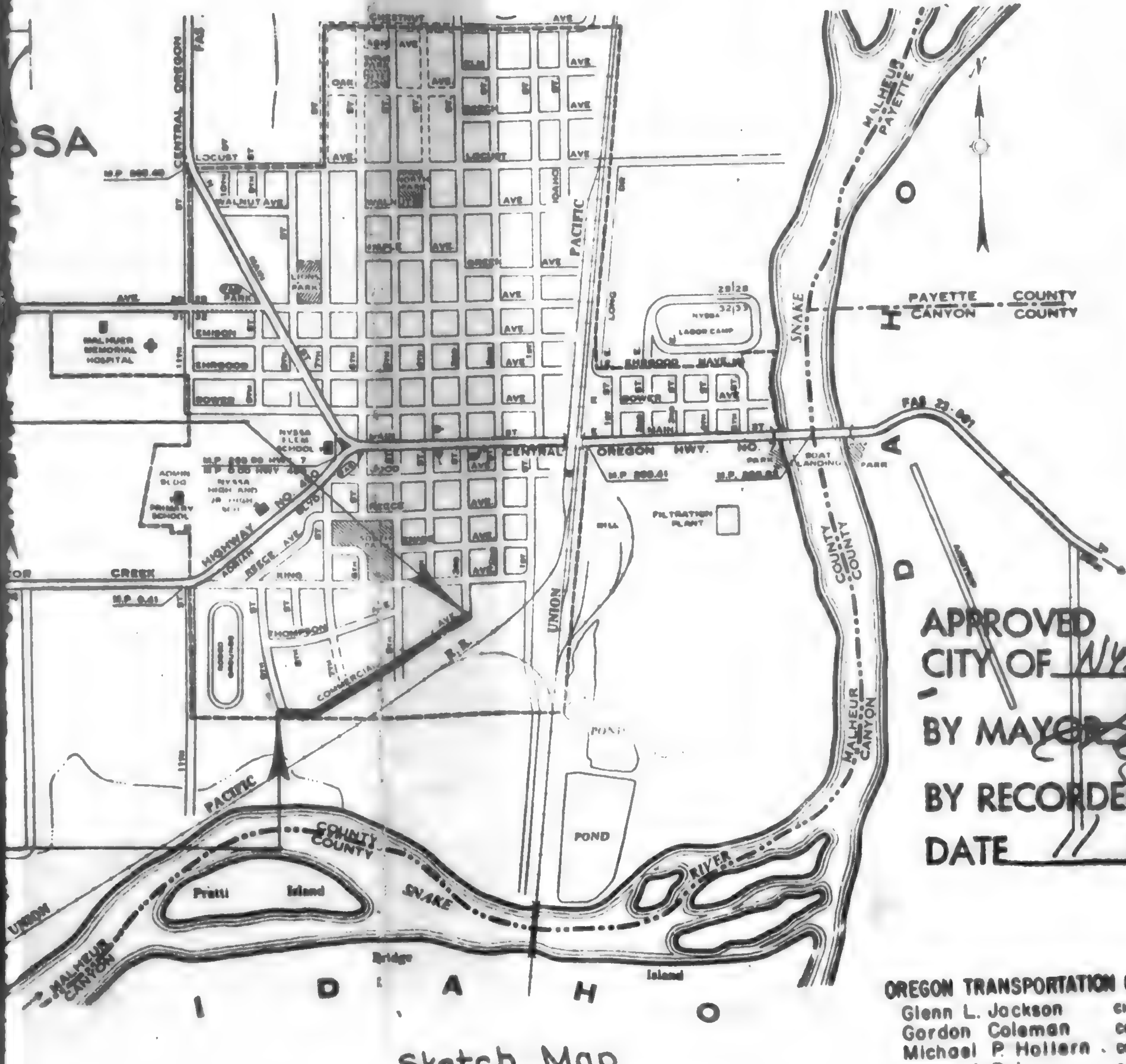


9th St - 3rd St. (CITY STREET(COM MALHEUR C		
FED. ROAD Div. No.	STATE	
10	OREGON	

STATE OF OREGON
STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
SEP 26 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

9TH. ST. - 3RD. ST. (NYSSA) SEC.
CITY STREET (COMMERCIAL AVE)
MALHEUR COUNTY



Sketch Map
Scale 0 800 1600 2400 Feet

APPROVED
CITY OF Nyssa - Oregon
BY MAYOR
BY RECORDER
DATE 11 Oct 1977

H. S. Coulter

E. S. Hunter

PRELIM
SUBJEC

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPART
FEDERA
APPROVED:

9th ST - 3rd. ST. (NYSSA) SEC. CITY STREET (COMMERCIAL AVE.) MALHEUR COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
10	OREGON			

O.S.

OF OREGON

HWAY DIVISION

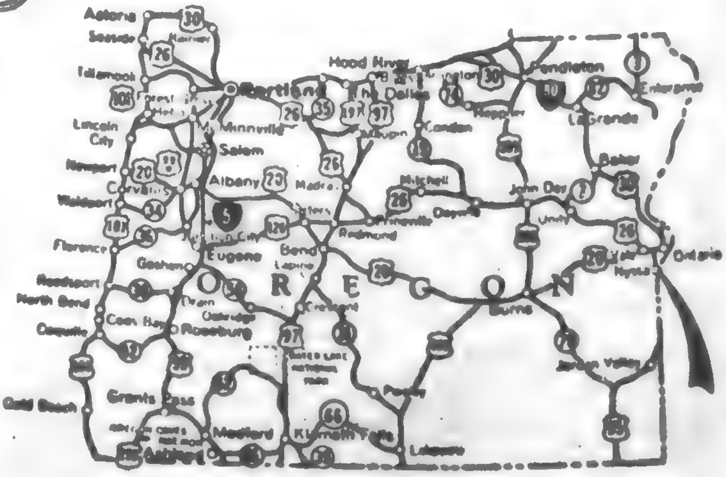
PROPOSED PROJECT

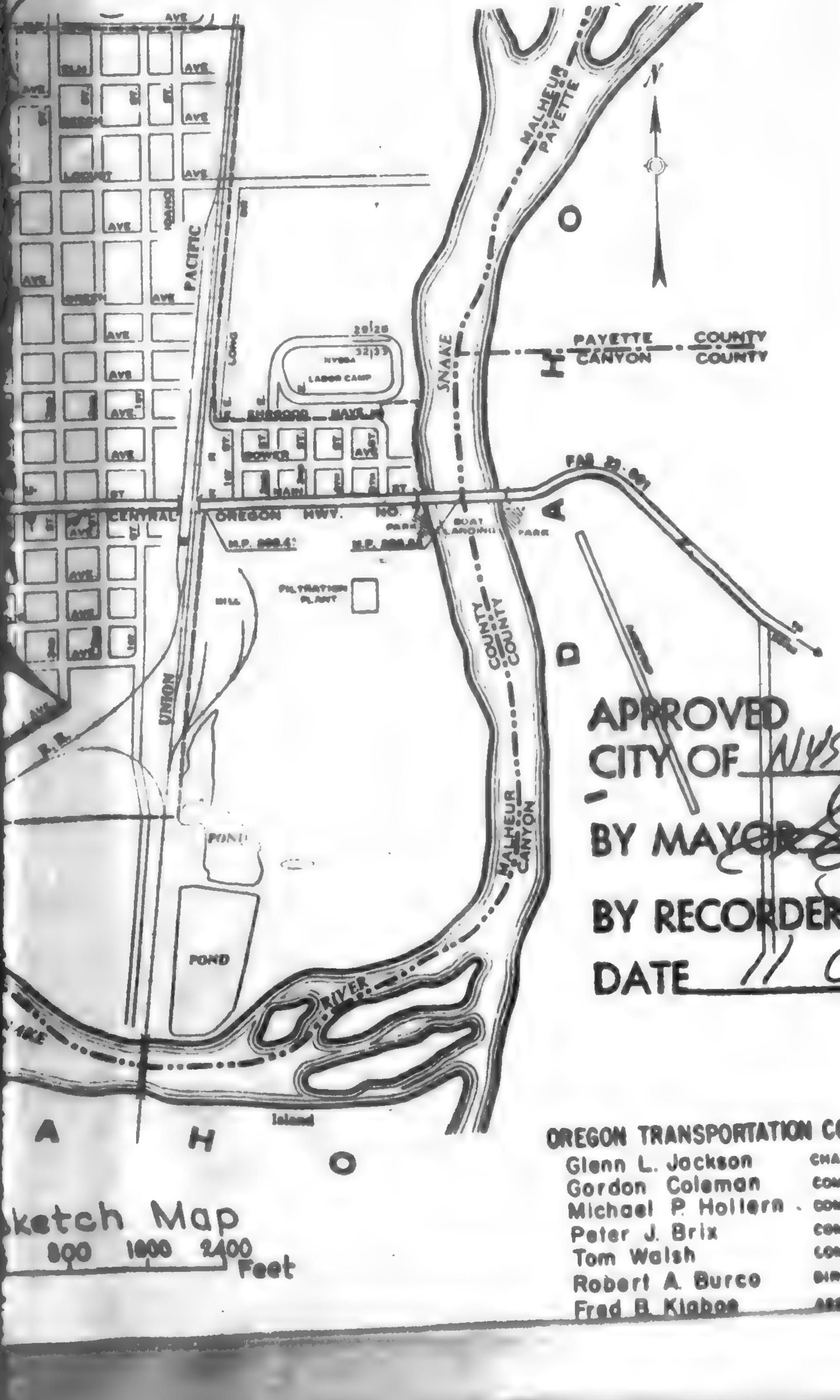
PRELIMINARY COPY
EP 26 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

ST. (NYSSA) SEC.

(COMMERCIAL AVE)

HEUR COUNTY





To. Christensen
10/24/77
HR

APPROVED
CITY OF NYSSA-OREgon
BY MAYOR
BY RECORDER
DATE 11 Oct 1977

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER

EDGAR S. HUNTER

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ENGINEER DATE

8676

OREGON STATE HIGHWAY D[illegible]SION
117 DOT Building
Salem, Oregon 97310

10-7-77

RIGHT OF WAY SECTION
RECEIVED
OCT 17 1977

Attention: Right-of-Way Section

Subject: Federal Aid Project No. OS-2302( )
Project Name 9th St. - 3rd St. Section
Commerical Ave. 2023

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

cc. DE Swan
CT Keasey
Jim Chidsey.

Signed at Nyssa, Oregon, this 7 day of Oct, 1977

10/11/77

City of Nyssa

RIGHT OF WAY SECTION
RECEIVED
NOV 3 1977

Certified By:

Regional Right-of-Way Supervisor
Date 10/10/77

Mayor

City Recorder

Instructions: Complete A or B and C.

R/W File No.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 6, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Engineer

SUBJECT PROJECT DATA SUBMISSION
Item No. 80015
Project No. [redacted]
9th Street-3rd Street (Nyssa) Section
Malheur County

Attached is support data consisting of PR-1 form and project map for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $3,300 with an obligation of $2,500 in federal funds.

JLG:dmc
cc: W. E. Schwartz, Region 5
H. Reynoldson

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	October 6, 1977

FEDERAL-AI

(PF

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE
CARD 2	(19) (20)	City St., Commercial Ave. (Nyssa) 21 65	**ADT**	300 (66)	450 (70)

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL.
CARD 3	PE, Gr, Dr, H.T. Pave 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

CARD		
CARD 4	CLASS OF FEDERAL FUNDS Off System Roads	COUNTY NAME
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. | FEDERAL N

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5		10-6-77			**PE**			0.39	3,300	2,500
5					**ROW**					
5					**CONST** (CODE) 6201		"9th St.-3rd St. (Nyssa) Section"	0.39	79,700	62,000

CARD	CODE	PREPARED BY				
CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.39	83,000	64,500
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

977

ADT PRESENT 300 (65)
FUTURE 450 (66) (70) YEAR 97 (71) (72)
REGION 10
STATE NAME Oregon
STATE CODE 41 (2) (3)
APPN CODE 627 (4) (9)
ITEM NO. 80015 (14) (18)

SUPV AGCY (69) DA CLASSIF. (70) DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER: PREFIX LETTER (S) OS- (14) (23) NUMBER 2302 (1) (7) SEQ. NO. (13)
I. Projects Only: POST MI. (24) (26) DESIG. (27)

COUNTY NAME Malheur CODE 045 (14) (16)
PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. FEDERAL-AID Non (33) STATE City St. (36) U.S. (37) --- (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
0.39	3,300	2,500	---	800 (City)	
0.39	79,700	62,000	---	17,700 (City)	ROW-75'nor.; Access Control-none; Parking Restrictions-None.
0.39	83,000	64,500	---	18,500 (City)	
	(16) (23)	(24) (33)			

REMARKS

-over-

USCOMM-DC 48905-P61

9th St.-3rd St. (Nyssa) Section
Project No. OS-2302(1)

Existing Facility: 20 foot gravel road

Adjacent Sections:
W. End -- Undeveloped street under construction by others
E. End -- Improved street

Project Data: The work consists of the following:
1) Preliminary engineering all phases included utility preparatory work as required.
2) Grade, drain and high-type pave two 12-foot traffic lanes with 8-foot paved shoulders and incidental work common to this type of facility.

Exceptions to Minimum Design Standards: None

Additional Right-of-Way: None required

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on July 21, 1977.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-5 Requirements:
a) Public Hearings -- None required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Route Data: Local city street

NOTE: This project is in Congressional District No. 2.

76

9

September 19, 1977

City of Nyssa
City Hall
Nyssa, OR   97913

MISC. CONTRACTS and
AGREEMENTS No. 6240

Attention: Mary E. Wilt
City Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the 9th Street-3rd Street Section of Commercial Avenue in Malheur County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

14

Form E-59 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 9th St.-3rd Street (Nyssa)

Highway Commercial Avenue OS-2302(1)

County City of Nyssa, Malheur County

Date September 10, 1976

Authorization No. 1

Survey Prefix 323 - 1967 (Assigned by Salem office)

Description of termini, route, length, etc.:

From 3rd Street to 9th Street on Commercial Avenue.

NOTE: This prefix replaces prefix 323-1455 which is Cancelled.

Purpose of survey:

To prepare plans, specifications and cost estimates for Off-System project.

OS-2302(1)

Estimate of cost:

Field	901	2,000
Plans	905	700
Proj. Mgt.	920	50
Specifications	921	500
Environmental	923	50

Total estimated cost of survey $ 3,300

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Regional Federal Aid Engineer ~~Field Engineer~~

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Deputy ~~Assistant~~ State Highway Engineer

SP*23604-734

FED-AID PE ☒ CONST ☒

FUNDS APPR. 10-18-77

F.A. N

OFFICE ENGINEERING SECTION

P. E. APPR.

FED. AID 505 STATE

8676

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: July 29, 1977

FROM: Gerald Wimer Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
3rd St.-9th St.
Commercial Avenue
Malheur County

Versteeg
Olson
Christensen
Scott
Swenson
Savage
[illegible]

RECEIVED
AUG 04 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Non-Major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 8-1-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 5 : W. E. Schwartz
District 14 : C. K. Ansell
Region 5 Geologist: Vernal Moore
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUL 28 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 21, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project SOS-2302(-)
PROJECT ASSESSMENT
3rd St.-9th St./Commercial Ave.
Malheur County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's July 6, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
G. L. Green
for

cc:
ODOT (Laux, Potter)
OSHD (Reg. 5, Kennedy)

BEN GIFFORD

RECEIVED
STATE HWY ENGR
JUL 26 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CATEGORY
3 PROJECT

NON-MAJOR
SOS-2302(1)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 29, 1977

Section 3rd St. - 9th St.

Unit (if appl)

County Malheur

City Nyssa

Highway Commercial Ave.

State Hwy. No.

Termini: M.P.(if appl)

Length 0.38 mile (2,000 ft.)

Region 5

Construction Estimate $119,000 (Off-system)
Program Amount

B. Purpose of Project:

Pave and widen existing gravel road.

C. Origin & History of Project:

Project was submitted for funding by city council in August, 1975. OSHD Authority for Survey was approved in September, 1976. Highway Division to complete project.

D General Description of Project:

Pave existing 20 feet (+-) gravel road. Widen as necessary to produce two 12-foot lanes and two 8-foot paved shoulders.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2 ; Med. ____; Shldrs. 2 ; Parking X

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels________
Yes, No

Acres________; Type of Relocation Req.__________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any: Commerical material sources are available.

Type of Structure(s): N.A.

Brief Description of River or Stream and Type of Involvement, if any:

None.

Local City, County or COG priorities of project:

City Council has designated the proposed project top priority.

FHWA and/or OSHD approvals given, if any:

Note project history.

Location or Design Alternatives (identify and describe):

Road is existing. Design alternatives differ only in width of pavement.

Other Descriptive Information or Comments:

The proposed project forms a link in a proposed bypass or truck route through Nyssa. This route would eventually divert farm to market traffic from King Avenue (residential street) to Commercial Avenue.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Topography in this section of Nyssa slopes gently toward the southwest. Flora consists of native dry grasses and brush. No trees are in the immediate provicinity of the proposed project. Fauna is insignificant. Soils in the project area consist of a silt loam. The Snake River is less than ½ mile from the project. The project is within a low-lying area and subject to infrequent flooding.

2. Cultural:

Residences line Thompson Avenue which roughly parallels Commercial Avenue 400 to 600 feet to the north. Vacant land lies between the residences along the south side of Thompson and Commercial Avenues. Vacant land on the north side of Commerical Avenue is zoned commercial. Land on the south side of Commercial is zoned industrial and is almost completely developed with ag-products processing plants. Commercial Avenue serves a rapidly developing industrial and commercial area. Air quality is generally good. Dust generated by heavy traffic diminishes the quality, however - particularly during harvest season. Utilities within the project right of way include water, electric, gas and telephone service.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N.A.

2. Estimated Impact on Traffic Patterns:

Temporary detours will be required during construction.

Consequences--Air Quality, Noise, Safety, etc.:

Temporary inconvenience.

3. Estimated Impact on Land Use:

Since no new access is being created, primary developmental impact are expected to be minimal. The primary purpose of the improvement is to reduce the amount of dust created by the trucks as they travel the existing gravel road. The proposed improvement is not intended to increase access or capacity. However, paving the existing road would likely make the north side of Commercial St. (zoned commercial) a more desirable location for development.

4. Expected Impact on Natural Ecological Resources:

None anticipated.

Consequences:

N.A.

5. Expected Impact on Cultural and Scenic Resources:

None. May require cultural resource survey.

Consequences:

N.A.

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards
Noise study report as per FHPM 7-7-3 may be needed.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

Project is consistent with standards and zoning.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

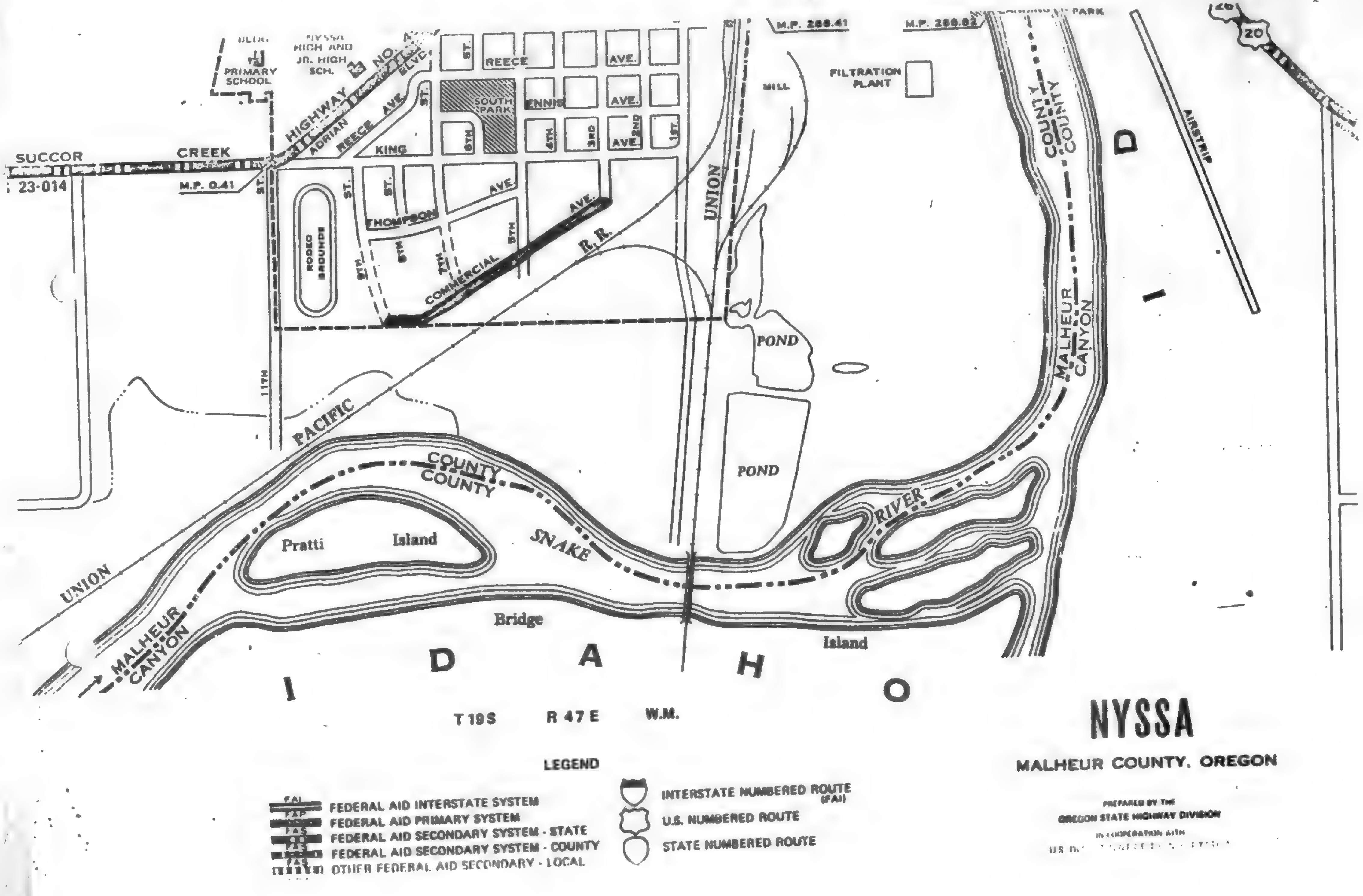
Basis for Type of Action and Documentation:
No additional right of way required. Project is of limited scope, non-controversial and constitutes overall improvement.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

NYSSA

MALHEUR COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. D[illegible]



OREGON STATE
HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

July 25, 1977

Mr. Henry Schneider
City Manager
City Hall
Nyssa, Oregon 97913

Dear Henry:

This letter is to notify you that on July 19, 1977 the Transportation Commission approved the 9th St.-3rd Street (Commercial Ave.) project.

Since the preliminary engineering has been completed, we hope this project can be worked up for an early 1978 bid letting.

If you should have any questions regarding this project, don't hesitate to call me.

Sincerely,

George Strawn
George Strawn
Region 5 Planning Coordinator

GS:sh
Attachment (copy project request)

cc Program Mgmt Section
Location Section

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUL 27 1977

TAA Orange File: PM FA LG OP

Follow up re 2nd para

Schedule Jan. '78

Form 81-734-3123

8676

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 21, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project SOS-2302(-)
PROJECT ASSESSMENT
3rd St.-9th St./Commercial Ave.
Malheur County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's July 6, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Reg. 5, Kennedy)

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8676

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Cqquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

SUMMARY

PROPOSED SAFER OFF-SYSTEM ROADS PROJECTS

PORTLAND URBANIZED AREA

Jurisdiction	Section	Total Cost	Federal Funds	Local Share
CLACKAMAS CO	River Road-Pacific Hwy. East Vineyard Road	$ 82,000	$ 64,500	$17,500
CLACKAMAS CO.	River Road-Pacific Hwy. East Naef Road	74,000	63,640	10,360
CLACKAMAS CO.	River Road-Rose Lane Boardman Avenue	85,000	64,500	20,500
	TOTAL PORTLAND PROJECTS	$241,000	$192,640	$48,360

Small Cities

Jurisdiction	Section	Total Cost	Federal Funds	Local Share
BROWNSVILLE	Halsey-Sweet Home Hwy-Kisling Avenue, Washburn Street	$100,000	$ 64,500	$35,500
COLUMBIA CITY	West City Limits-Cal N Street and "E" Street-"H" Street, 6th St.	70,000	60,200	9,800
DUFUR	Various City Streets	100,000	64,500	35,500
HALFWAY	Various City Streets	100,000	64,500	35,500
HARRISBURG	Various City Streets	83,000	64,500	18,500
HOOD RIVER	Sherman Avenue-May Street, Serpentine Road, Eugene St. & 4th Street	100,000	64,500	35,500
MOLALLA	Shirley Street-Woodburn-Estacada Highway, Cole Street	76,000	64,500	11,500
NYSSA	9th Street-3rd Street, Commercial Avenue	83,000	64,500	18,500
OAKLAND	Cedar Street-Oak Street, 6th St.	75,000	64,500	10,500
PRAIRIE CITY	Various City Streets	100,000	64,500	35,500
SCAPPOOSE	S.E. Elm Ave.-Scappoose High Sch. S.E. 6th Street	75,000	64,500	10,500
STAYTON	Shaff Road-Washington Street, Gardner Road	100,000	64,500	35,500
SUTHERLIN	N.E. 2nd Avenue-N.E. Central Ave., N.E. Umatilla Street	42,000	36,120	5,880
	TOTAL SMALL CITIES PROJECTS	$1,104,000	$805,820	$298,180

Counties and Road Districts

COLUMBIA CO.	Clatskanie Slough (Erickson) Bridge, Erickson Road	$ 225,000	$ 193,500	$ 31,500
COOS CO.	South Fork Coquille R. (Gaylord) Bridge, Gaylord Road	300,000	215,000	85,000
CURRY CO.	Old Coast Highway-Boat Basin Rd., Lower Harbor Road	258,000	215,000	43,000
DESCHUTES CO.	Ferguson Road-Tekampe Road, Knott Road	450,000	215,000	235,000
DESCHUTES CO. ROAD DISTRICT	Spring River Road-Elsinore Road Stellar Road, and Spring River Rd., Pasadena Road, Solar Drive	75,000	64,500	10,500
HARNEY CO.	Silvies River (Stancliffe) Bridge County Road No. 616	150,000	129,000	21,000
JACKSON CO.	Airport Ditch Bridge, Airport Road	140,000	120,400	19,600
JOSEPHINE CO.	Grandview Avenue at Cloverlawn Drive	100,000	86,000	14,000
LINCOLN CO.	Fall Creek Falls-Alsea Highway Fall Creek Road	250,000	215,000	35,000
MALHEUR CO.	Jordan Creek Bridge Jaca Road	151,000	129,860	21,140
UMATILLA CO.	Birch Creek (Sparks) Bridge Canyon Road	100,000	86,000	14,000
UNION CO.	Five Points Creek Bridge Hilgard Road	250,000	215,000	35,000
	TOTAL COUNTIES & ROAD DISTRICT PROJECTS	$2,449,000	$1,884,260	$564,740
	TOTAL SOS-R PROJECTS	$3,794,000	$2,882,720	$911,280

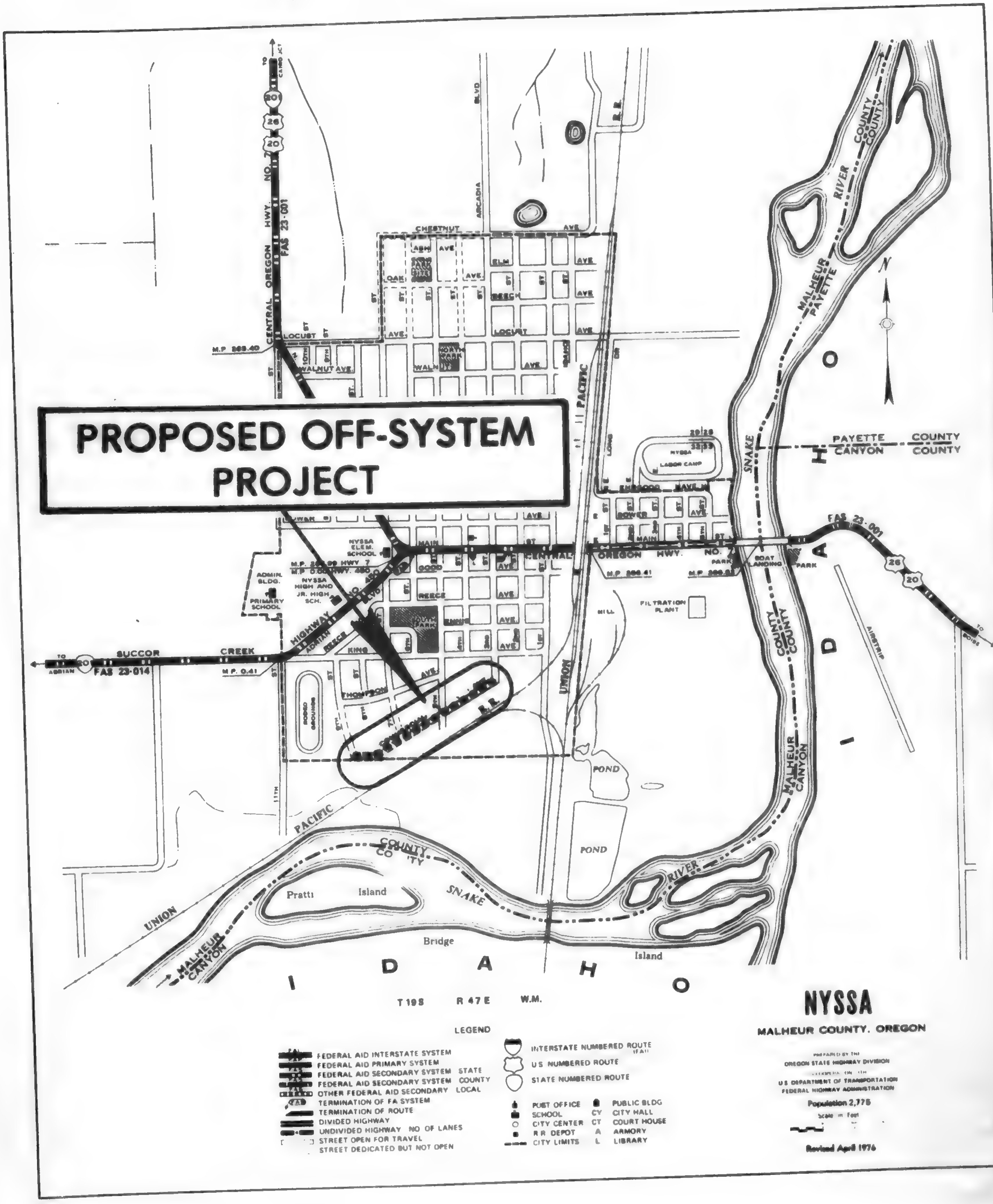
CITY OF NYSSA
Proposed SOS-R Project

9th Street-3rd Street (Nyssa) Section
Commercial Avenue
Grade and Pave
0.38 mile
$83,000

This project entails all the work and costs to reconstruct Commercial Avenue to provide a two-lane curbed facility with parking between 9th Street and 3rd Street and a sidewalk/bikeway.

State will perform preliminary and construction engineering.

77-a
7/5/77


PROPOSED OFF-SYSTEM PROJECT
CENTRAL OREGON HWY. NO. 7
FAS 23-001
201
26
20
CHESTNUT AVE
ASH AVE
ELM AVE
OAK
BEECH AVE
LOCUST AVE
WALNUT AVE
NORTH PARK
ARCADIA BLVD
R.R.
PACIFIC
UNION
M.P. 265.40
NYSSA LABOR CAMP
PAYETTE COUNTY
CANYON COUNTY
SNAKE
MALHEUR COUNTY
PAYETTE COUNTY
RIVER
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O
H
A
D
I
ELMWOOD AVE
BOWER AVE
MAIN
CENTRAL OREGON HWY. NO.
M.P. 266.41
M.P. 266.97
BOAT LANDING
PARK
FAS 23-001
TO BOISE
NYSSA ELEM. SCHOOL
ADMIN BLDG.
PRIMARY SCHOOL
NYSSA HIGH AND JR. HIGH SCH.
GOOD AVE
REECE AVE
KING
ADRIAN
HIGHWAY
THOMPSON AVE
RODEO GROUNDS
SOUTH PARK
FILTRATION PLANT
MILL
POND
POND
AIRSTRIP
CANYON COUNTY
MALHEUR COUNTY
TO ADRIAN
SUCCOR CREEK
FAS 23-014
M.P. 0.41
11TH
PACIFIC
UNION
COUNTY
SNAKE
RIVER
Pratt Island
Bridge
Island
MALHEUR CANYON
I D A H O
T 19 S
R 47 E
W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
NYSSA
MALHEUR COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 2,775
Scale in Feet
Revised April 1976

8676

6-13-77

City of Nyssa

Commercial Avenue Project

"Downscoped"

Estimated Cost . . . $27.00 per foot	
Project length . . . 2,000 feet	= $54,000.00
Engineering costs	12,000.00
Local costs	8,000.00
Surface water	20,000.00
	$94,000.00
Minus Nyssa's Small Cities Grant	25,000.00
TOTAL	$69,000.00

6-13-77
Called Henry Schnider in regards to Estimate.
He didn't have a new one, but still wanted to
go. Even with the additional inflation in Estimate.

OREGON STATE HIGHWAY DIVISION

W. E. Schwartz
Regional Engineer

P. O. Box 850 .... La Grande, Oregon 97850 .... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 15, 1976

Mr. Henry Schneider
City Manager
City Hall
Nyssa, Oregon 97913

Dear Mr. Schneider:

RE: Proposed Off-System Project, 3rd St.-9th St. Section, Commercial Avenue

As you know, Congress has continued the Safer Off-System Road Program in the 1976 Highway Act; however, an appropriation bill funding the program was not acted upon prior to their recent adjournment.

Congress is not scheduled to reconvene until after January 1, 1977. The Highway Division cannot forward your project application to the Oregon Department of Transportation Commission for their action until Congress appropriates the funds. This delay is unavoidable on our part.

Appropriations of the funds may come at an early date or they could be delayed for some time. This could mean construction of your proposed project would be delayed until 1978.

Your request for the Highway Division to perform the necessary engineering on your project has been approved; however, no work may be performed until the project is fully approved by the Federal Highway Administration.

I will keep you advised of any developments.

Sincerely,

RC Long

R. C. Long
Regional Federal Aid Engineer

RCL:sh

cc Vern Cusack
C. D. Hiatt
R. H. Prange

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ DE
☒ DPE ☐ CE ☒ BE ☐ HPE ☐

Form 81-734-3123

OSR
Nyssa

FORM -734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
September 13, 1976

FILE:

Roger Lang

FROM: Roger Lang
Regional Federal Aid Engineer

SUBJECT: 3rd St.-9th St. Sec.
Commercial Avenue
Project OS-2302(1)
City of Nyssa
Malheur County

TO: George Hopkins
Local Government Programs' Engineer

SALEM

Attached is a copy of a letter received from Henry Schneider, City Manager, requesting the Highway Division to perform the necessary engineering for the above project.

It is my understanding that all field work soils studies and base design work has been completed and is in the Location Section. Only a minimal amount of work should be required to advance the project rapidly. An Authority for Survey is attached to cover the anticipated charges.

We presently have Dale Hiatt, Resident Engineer, stationed in Ontario; and he will be able to handle the project.

The Region Office recommends your approval.

RCL/dlm

cc: Henry Schneider
C. D. Hiatt

Hal-Fred
Hold Survey Auth.
untill proj. approved
See memo to
FA Engrs.

PROJECT MANAGEMENT
SEP 14 76
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COUNTY & CITY SECTION
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☐ UPE ☐ CE ☒ RE ☒ RPE ☐

City of Nyssa — *The Sugar City*

Nyssa, Oregon
97913

NYSSA CITY HALL
14 SOUTH THIRD ST.

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE SEP 10 1976 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

September 9, 1976

Subject: Construction Option

To:
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

On 3 September, the City Council reviewed the options for the construction proposed for Commercial Avenue in Nyssa.

The preliminary copy of the State plan was reviewed and the extent of the surveying and planning already completed was noted.

Council then motioned by unanimous vote that in the best interest of time and money that the State Highway Department be requested to provide the Engineering services for the proposed construction in as much as all surveying and most of the engineering has already been completed.

Council requested that I notify you of their decision to request your engineering assistance for the construction.

Henry Schneider
City Manager

HS/be

PROJECT MANAGEMENT
SEP 14 76
REFER TO
FOR
☐ See me
☐ Letter
☐ File
☐ Action
☐ R/D
☐ Investigate
☐ Info

50SR/SCH

City of Nyssa — *The Sugar City*

Nyssa, Oregon
97913

NYSSA CITY HALL
14 SOUTH THIRD ST.

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE AUG 20 1976 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

August 19, 1976

Subject: Off-Systems Program

To:
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Reference your letter of 12 August, copy attached, the Nyssa City Council reviewed the status of its project and motioned as follows:

1. Do you wish your project considered?
   answer: yes
2. Will the amount of $75,000 be adequate to cover the cost of the preliminary and construction engineering?
   answer: no
3. If not, will it be possible to "downscope" the project to meet the minimum dollar amount?
   answer: [✓ yes] (see attached data)

Henry Schneider
City Manager

RECEIVED
COUNTY & CITY SECTION
AUG 24 1976
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ DE ☐ BPE ☐

Attachments:
State Highway Letter
Construction Data

HS/be

Cy George Hopkins
Mr. Schneider will request council action on request for State to perform engineering at Sept 2 meeting. This job is worked up and in Salem. Just needs plans & spec's printed.
RCL

City of Nyssa

Commercial Avenue Project

"Downscoped"

Estimated Cost . . . $27.00 per foot		
Project length . . . 2,000 feet	=	$54,000.00
Engineering costs		12,000.00
Local costs		8,000.00
Surface water		20,000.00
		$94,000.00
Minus Nyssa's Small Cities Grant		25,000.00
TOTAL		$69,000.00

$75,000 project
64,500 Fed funds at 86%

94,000
25,000
69,000
64,500
4,500 - City costs

Monday Meeting

OREGON STATE
HIGHWAY DIVISION
W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 12, 1976

Re: Off-System Roads Program

Henry Schneider
City Manager
City Hall
Nyssa, Oregon 97913

Dear Henry:

The recently enacted Federal Aid Highway Act of 1976 has deleted the exclusive rural concept of the Off-System Roads Program. The program is now open to all cities, urban districts in addition to the counties, road districts and Indian reservations.

In order to establish a fair and equitable method of allocating the funds provided by this program the Highway Division met with the Association of Oregon Counties, the League of Oregon Cities and the Federal Highway Administration. As a result of these meetings the following maximum dollar amounts were established:

Counties	$250,000
Cities under 50,000 population	75,000
Road Districts	75,000

Your proposed project was placed in line for funding consideration some time ago. Due to the reduced funding limitations we need to know the following: ✓

1. Do you wish your project considered for funding? - YES
2. Will the amount of $75,000 be adequate to cover the total cost of the project including preliminary and construction engineering? - NO
3. If not, will it be possible to "downscope" the project to meet the maximum dollar amount? - YES

Your early attention and reply to this matter will be appreciated.

Sincerely,

RC Lang
R. C. Lang
Regional Federal Aid Engineer

DMH

RCL:je
CC: George Hopkins

Form 81-734-3122

Nyssa

July 21, 1976

MEMO TO THE FILES

FROM: D. N. Harwell
County-City Engineer

RE: SCA
Off-System (Commercial Street)
City of Nyssa

I stopped at the City Hall and in the absence of Mr. Henry Schneider, Manager, I talked with Mrs. Betty Wilt, City Clerk. We discussed the current SCA, Off-System project on Commerical Street adjacent to the industrial area along the railroad. I indicated to Mrs. Wilt that the project has been removed or deferred on the schedule for an interim period pending the availablity and utilization of Off-System Road funds which the City has applied for. This project is approaching the $100,000mark and will need both funds to keep it active as the City is not in a position to match the total monies for a project of this scope either as SCA or Off-System. ④

DNH:dp

cc: Region 5
Design Section
Ben Gifford

④ NOTE - defer project to
at least Dec. 76 or later
due to programming &
fund availability.
Don H.

☑ ENGR. ☐ ASST. ☐ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☑ RE ☒ RPE ☐

July 21, 1976

MEMO TO THE FILES

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE AUG 3 1976 ☑
☐ RDE RECEIVED REGIONAL OFFICE ☐

FROM: D. N. Harwell
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DNH:dp

cc: Region 5

Off System job is limited to $75,000 — Doesn't sound like the City has any spare dollars for local match —

RCL

22,500
35,000

57,500

RECEIVE
COUNTY & CITY SECTION
AUG 16 1976
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8676

ALL CLEAR 6/30/76

Donald L Dout

ENVIRONMENTAL REVIEW

Section NYSSA (COMMERCIAL ST.)
Highway City Street
County Malheur County Region
Type of Work G. P
Funds City

PROJECT ASSESSMENT ☐
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ N/A City Funds

DIVISION OF STATE LANDS: N/A

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

FISH & WILDLIFE COMMISSION: N/A

CORPS OF ENGINEERS: N/A

DEPT. OF ENVIRONMENTAL QUALITY: Noise - All Clear

OTHER: ARCHAEOLOGICAL STUDY: N/A

8676

SCA/OSR
Nyssa

City of Nyssa — The Sugar City

Nyssa, Oregon
97913

NYSSA CITY HALL
14 SOUTH THIRD ST.

28 June 1976

Subject: Small Cities Grant

To:
Department of Transportation
Project Management Section
203 State Highway Building
Salem, Oregon 97310

Attention: County/City Engineer

Due to the extreme financial position of the city no monies are available to match any grants received during Fiscal Year 1976-77.

Recognizing that our $25,000.00 Small Cities grant will not go far under present construction costs we request an extension of our project data in hopes that Federal Funds will become available.

We had earlier applied for a Federal Off-Systems Grant which would permit a larger construction project by using our Small Cities Grant of $25,000. as a match against Federal Funds.

With this in mind we request the extension of starting time on the proposed Commercial Avenue project.

Henry Schneider
City Manager

bjh

6-29-76
Pulled Job
until further
notice
H

Where is
this project
on the schedule?
H

July

RECEIVED
COUNTY & CITY SECTION
JUN 30 1976
☐ ENGR. ☐ COUN. ☑ UE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MAN [illegible]
JUN 29 '76
REFER TO Fred H
FOL.
Info ☐ Investigate ☐ R/D ☐ ✓ Action ☐ File ☐ Letter ☐ See me ☐

86,76

5-25-76

Section Nyssa (Commercial Ave) Section
Programming Estimate $
Highway City Street
Project Length 010 mi
County Malheur
Completion Time 30 Cal W/days. (Oct. 1, 76)
Kind of Work Grading and Paving
Prefix 323-1455
FA Project No. [illegible]

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 19,070

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		$
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Adjust Utilities		
Misc. Permit Fees		

$ 19,070

Contingencies (4-1/2%)	858.15
Engineering (10 %)	1907
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 21,835.15

(Ck by City)

OREGON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 1

Date 5-25-76

County Malheur

Section Nyssa (Commercial Ave.)

Kind Of Work Grading And Paving

Length 0.10

Name Galloway

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
					5/26/76 CEL	
1	General Excavation		Lump Sum	All	Lump Sum	3320.00
2	1"-0 Aggregate Base		Cu. Yd.	760	9.80	7448.00
3	Class "B" or Class "C" Asphalt Concrete, 3½ inches Thick		Sq. Yd	1820	4.10	7462.00
4	12-inch Culvert Pipe		Lin. Ft.	70	12.00	840.00
						$19,070

~~(Temp. [illegible] $700)~~

12- -79

```
[illegible]ION OF JOB OR DEPARTMENT            PREFIX        FUNCTION    [illegible] CURRENT MONTH      [illegible]
                                                           ** JOB TOTALS **                              **

 [illegible] AVE                              31[illegible] 14[illegible]   [illegible]     00
                                              31[illegible] 14[illegible]   905     00
                                              [illegible]   [illegible]     [illegible] 00
                                              [illegible]   [illegible]     [illegible]
                                                           ** JOB TOTALS **                              **

[illegible] BROADWAY ST)                      315   142[illegible]   901     00
                                              315   14[illegible]    905     00
                                              315   [illegible]      910     00
                                              315   [illegible]      911     00
                                              315   1429       914     00
                                              315   1429       920     00
                                              315   1429       921     00
                                                           ** JOB TOTALS **                              **

[illegible] (PIONEER ST)                      320   1435       901     00
                                              320   1435       905     00
                                              320   143[illegible]   910     00
                                              [illegible] [illegible] [illegible] 00
                                              [illegible] 14[illegible]  920     00 &
                                              [illegible] [illegible] [illegible] 00
                                                           ** JOB TOTALS **                              **

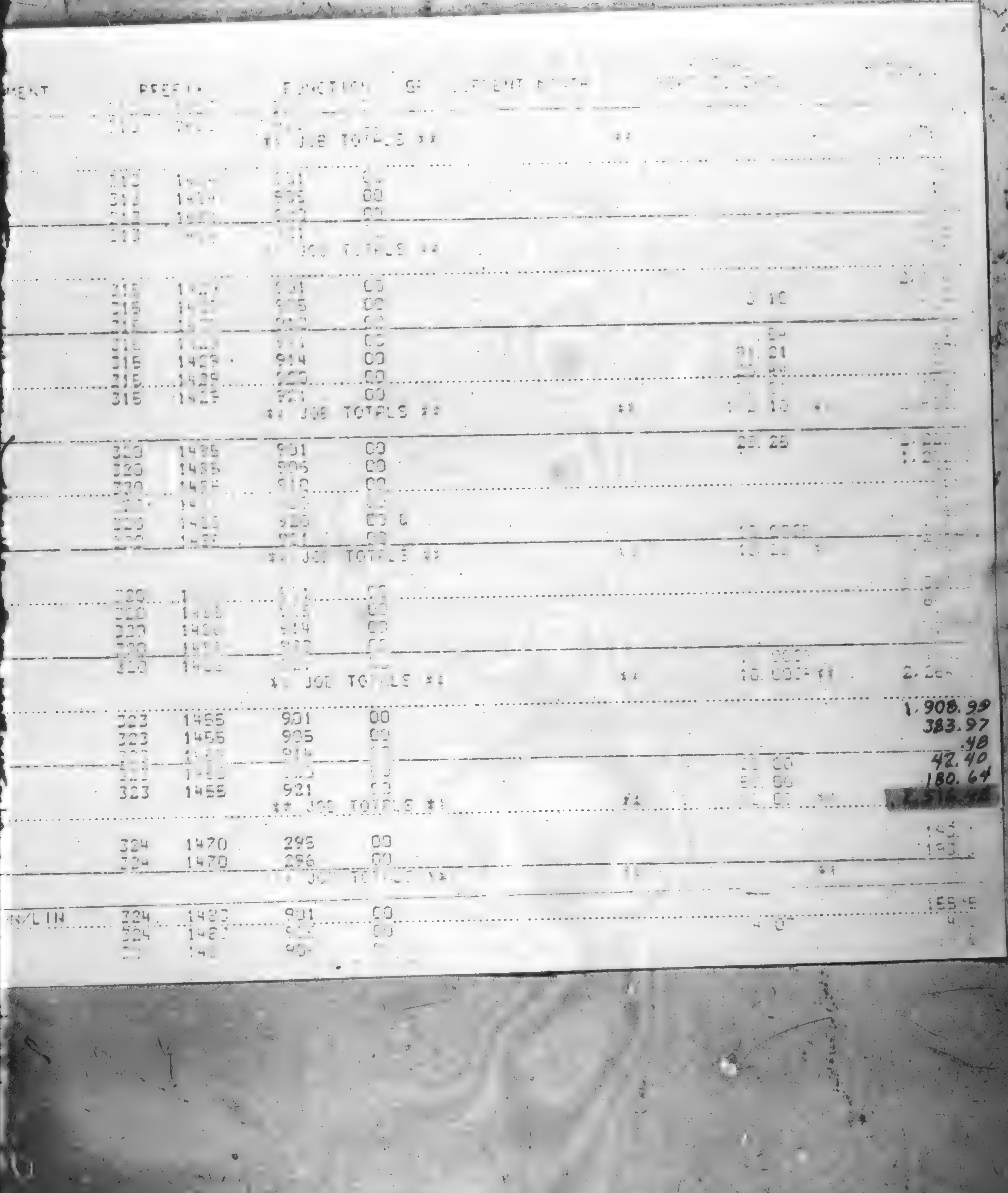
[illegible]PLE ST                             [illegible] [illegible] [illegible] 00
                                              [illegible] 14[illegible] [illegible] 00
                                              32[illegible] 14[illegible] 914   00
                                              [illegible] [illegible] 920   00
                                              [illegible] 14[illegible] [illegible]
                                                           ** JOB TOTALS **                              **

COMMERCIAL ST (NYSSA)                         323   1455       901     00
                                              323   1455       905     00
                                              [illegible] [illegible] 914 00
                                              [illegible] [illegible] [illegible] 00
                                              323   1455       921     00
                                                           ** JOB TOTALS **                              **

                                              324   1470       295     00
                                              324   1470       296     00
                                                           ** JOB TOTALS **                              **

[illegible] ST BR (MARION/LIN                 324   1483       901     00
                                              324   1483       90[illegible] 00
                                              [illegible] 14[illegible] 90[illegible] [illegible]
```

8178



```
MENT          PREFIX         FUNCTION   GF   [illegible]MENT [illegible]

                             ** JOB TOTALS **              **

              313   14[illegible]   [illegible]     00
              313   14[illegible]   905     00
              313   1[illegible]    [illegible]     00
              313   [illegible]     [illegible]
                             ** JOB TOTALS **

              315   14[illegible]   [illegible]     00
              315   14[illegible]   905     00                        3.10
              315   1[illegible]    [illegible]     00
              315   1429    [illegible]     00                        21.21
              315   1429    914     00
              315   1429    920     00
              315   1429    921     00
                             ** JOB TOTALS **              **         [illegible]  **

              320   1435    901     00                                25.25
              320   1435    906     00
              320   14[illegible]   910     00
              [illegible]   14[illegible]   [illegible]    [illegible]
              320   14[illegible]   920     00 &
              320   14[illegible]   921     00                        10.0[illegible]
                             ** JOB TOTALS **              **         10.2[illegible]

              320   1[illegible]    [illegible]     00
              320   14[illegible]   [illegible]     00
              320   14[illegible]   914     00
              320   14[illegible]   920     00
              320   14[illegible]   [illegible]
                             ** JOB TOTALS **              **         10.00[illegible] **     2.2[illegible]

              323   1455    901     00                                             1,908.99
              323   1455    905     00                                               383.97
              323   1455    914     [illegible]                                          .48
              323   1455    [illegible]     [illegible]               [illegible].00      42.40
              323   1455    921     00                                [illegible].00     180.64
                             ** JOB TOTALS **              **         [illegible].00  **   2,516.48

              324   1470    295     00                                                 1[illegible]
              324   1470    296     00                                                 1[illegible]
                             ** JOB TOTALS **              **              **

N/LIN         324   1483    901     00                                                 155.5
              324   148[illegible]  9[illegible]     00               4.0[illegible]   4
              3[illegible]  14[illegible]   9[illegible]    [illegible]
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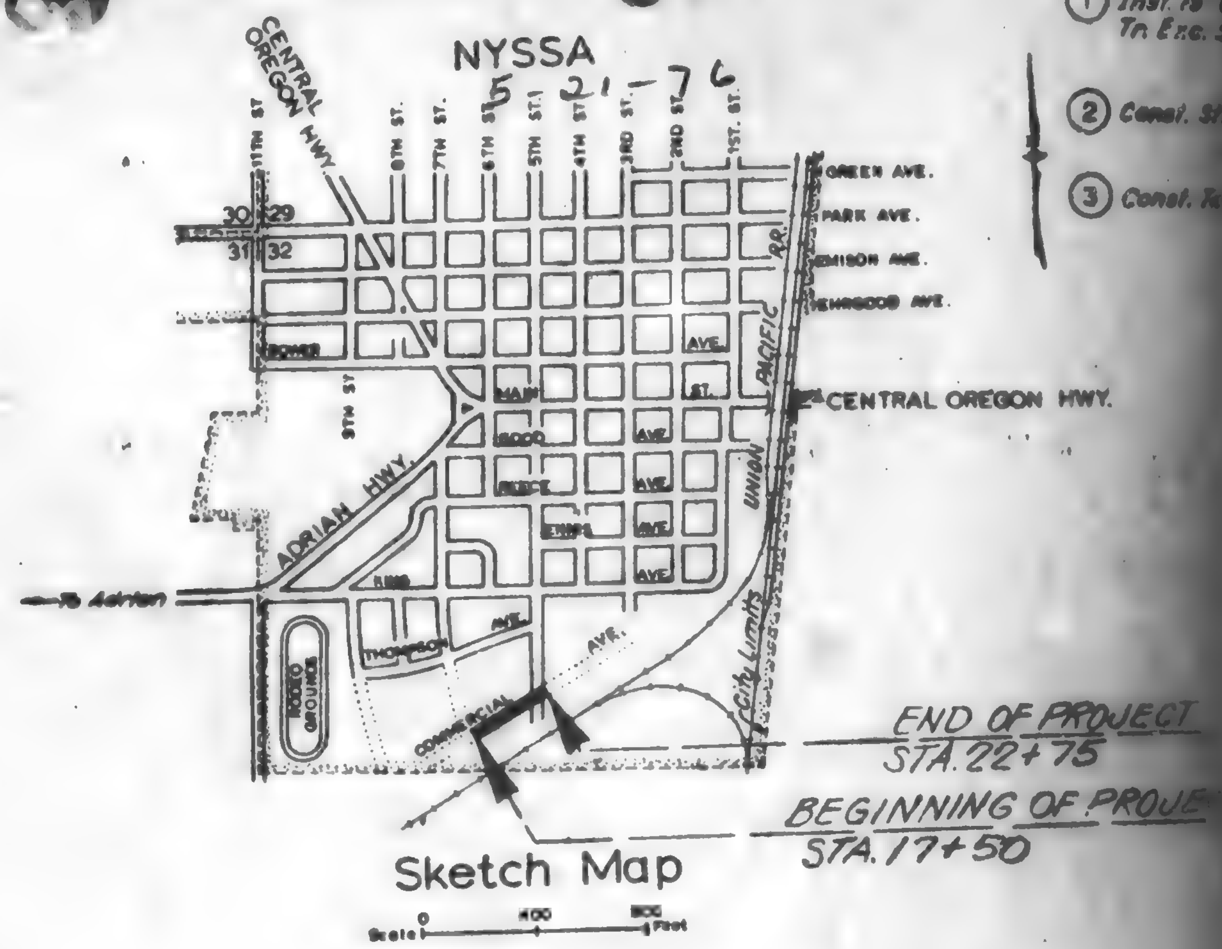
8676

No R/W Map



Sketch Map

① Inst. 15" C.[illegible]ert
Tr. Exc. [illegible] Y.

② Const. Str[illegible] Conn

③ Const. T[illegible]rary

S U M M A R Y

ITEM	UNIT	QUANTITY

PRELIMINA[illegible]OPY
SUBJECT TO C[illegible]E

PRELIMIN[illegible] COP
MAY [illegible]76
SUBJECT T[illegible]ANG
FINAL DES[illegible]UNIT

APPROVED
CITY OF NYSSA
BY MAYOR Donald [illegible]
BY RECORDER [illegible]
DATE 21 MAY 1[illegible]

RECEIVED
COUNTY & CITY SECTION
MAY 24 1976
☑ ENGR. ☐ COOR. ☑ GE ☐ AE ☐ UE
☐ UPE [✓ ☐ CE] ☐ RE ☐ RPE ☐

Eriksen, Iwen, Casselman

OREGON STA
NYSSA (COMM
MAU

FED. ROAD DIV. NO.	STA
10	OREG

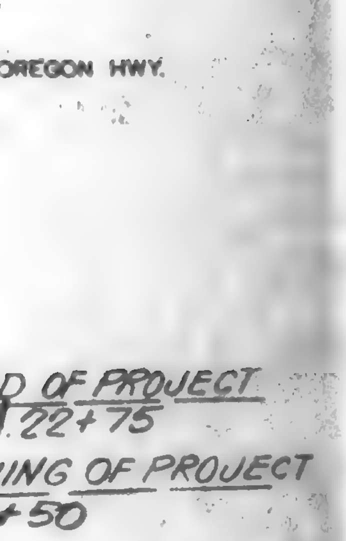
Sec.32, T.19S., R.47E., W.M.
NYSSA

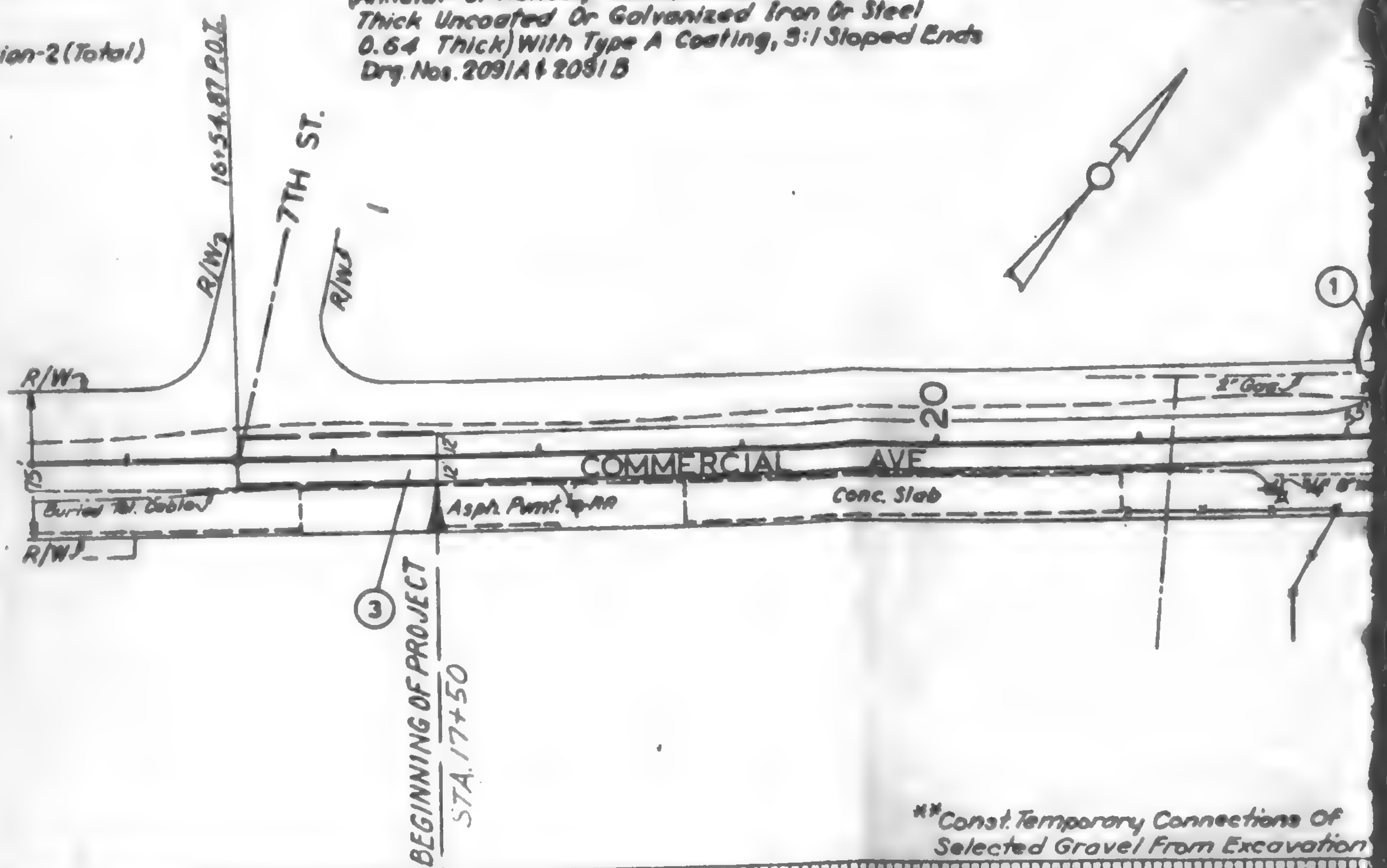
① Inst. 18" Culvert Pipe - 70'
Tr. Exc. 5 C.Y.

② Const. Street Connection

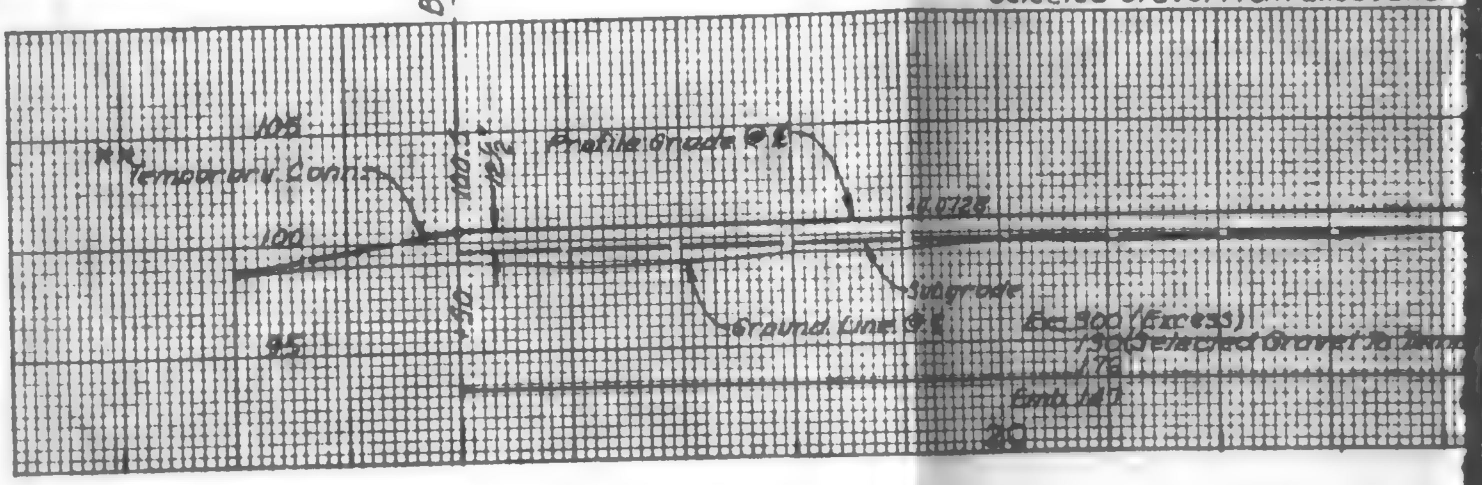
③ Const. Temporary Connection - 2 (Total)

PIPE DATA:
18" Culv. Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum 0.60 Thick Uncoated Or Galvanized Iron Or Steel 0.64 Thick) With Type A Coating, 3:1 Sloped Ends Drg. Nos. 2091A & 2091B





** Const. Temporary Connections Of Selected Gravel From Excavation

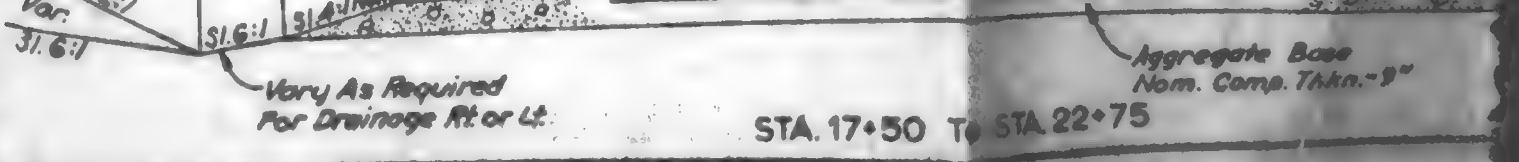


PRELIMINARY COPY
SUBJECT TO CHANGE

PRELIMINARY COPY
MAY 7 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

VED
F NYSSA
YOR Donald L. Oldemeyer
CORDER
CITY MANAGER
21 MAY 1976

TYPICAL SECTI


Var.
Sl. Var.
Match
# STA. 17+50 To STA. 18+70
18+70 To STA. 20+90
Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. - 2" (By Others)
℄
3'
4'
8'
12'
12'
8'
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 1½"
Asph. Conc. Base Course Class "B" Or "C" Mix, Nom. Thkn. - 2"
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. 0.04'/Ft.
Sl. 2:1
Var.
Sl. 6:1
Sl. 6:1
Sl. 4:1 Nom.
Aggregate Base Nom. Comp. Thkn. - 9"
Vary As Required For Drainage Rt. or Lt.

STA. 17+50 To STA. 22+75

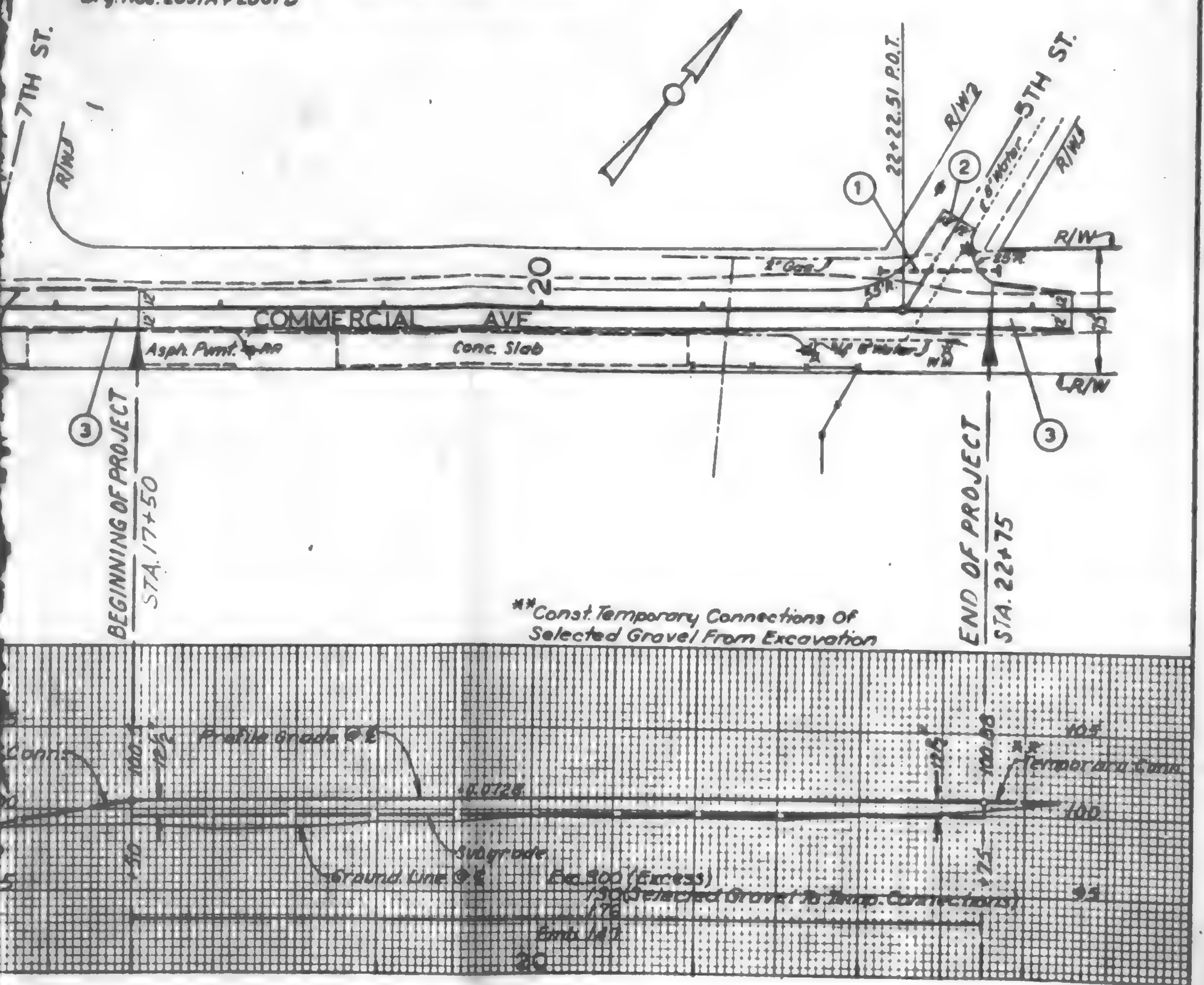
2, T.19S., R.47E., W.M.
NYSSA

Hildebrand

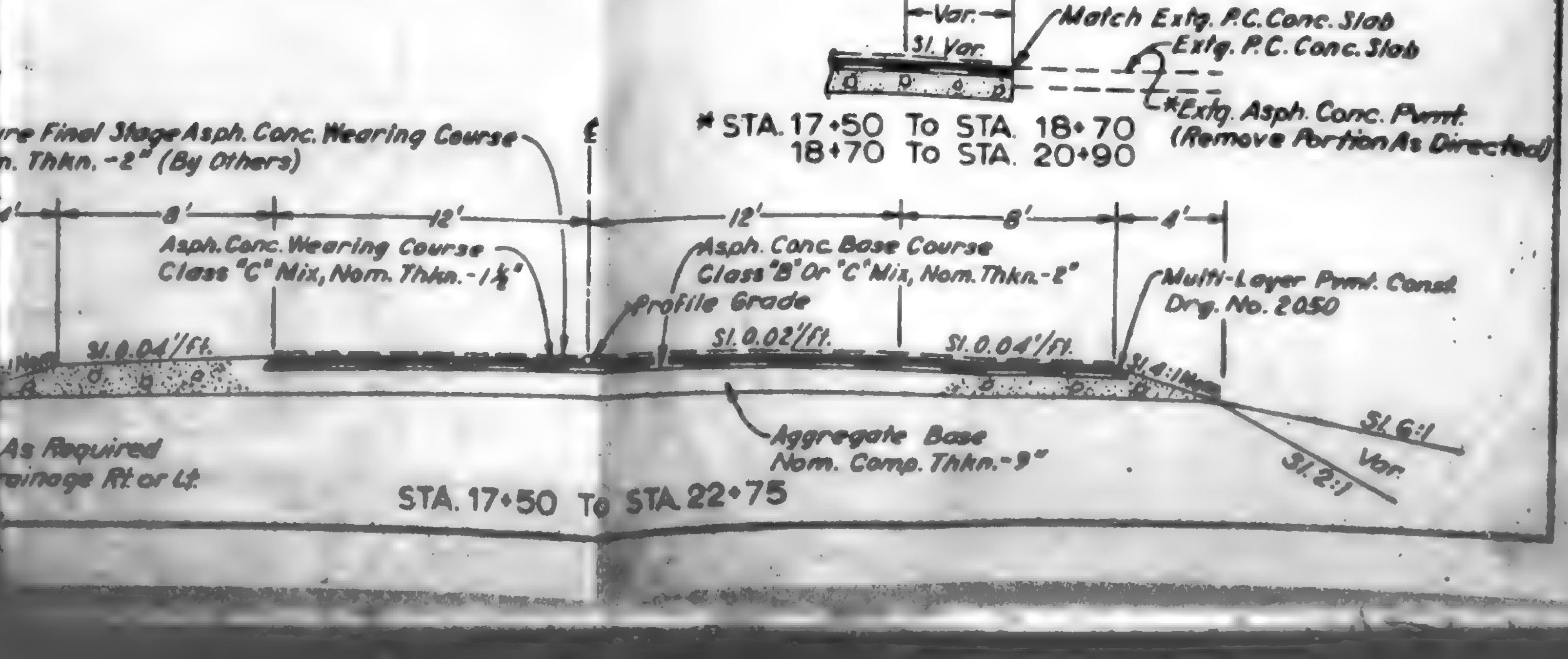
OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
NYSSA (COMMERCIAL AVE.) SECTION
CITY STREET
MALHEUR COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	DATE	SHEET No. 1 / TOTAL SHEETS
10	OREGON	STATE	JULY 1976	1

PIPE DATA:
12" Culv. Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum 0.60 Thick Uncoated Or Galvanized Iron Or Steel 0.64 Thick) With Type A Coating, 3:1 Sloped Ends Drg. Nos. 2091A & 2091B



TYPICAL SECTION


Var.
Sl. Var.
Match Extg. P.C. Conc. Slab
Extg. P.C. Conc. Slab
*Extg. Asph. Conc. Pvmt. (Remove Portion As Directed)
*STA. 17+50 To STA. 18+70
18+70 To STA. 20+90
re Final Stage Asph. Conc. Wearing Course
n. Thkn. -2" (By Others)
℄
4'
8'
12'
12'
8'
4'
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. -1½"
Asph. Conc. Base Course Class "B" Or "C" Mix, Nom. Thkn. -2"
Profile Grade
Multi-Layer Pvmt. Const. Drg. No. 2050
Sl. 0.04'/Ft.
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. 4:1 Max.
Sl. 6:1
Var.
Sl. 2:1
Aggregate Base Nom. Comp. Thkn. -9"
As Required
rainage Rt. or Lt.

STA. 17+50 To STA. 22+75

8676

SCH

May 19, 1976

Mr. Henry Schneider
City Manager
City of Nyssa
14 S. Third St.
Nyssa, OR 97913

Dear Mrs Schneider:

Enclosed are two sets of preliminary plans for the 1976 Special City Allotment project on Commercial Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 40-foot wide street, as shown on these preliminary plans, is currently estimated to cost $25,000. The State's share would be $25,000.

Recommended changes you suggest should reach this office by June 1, 1976 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

for-Richard Unrein
Urban Engineer
County-City Unit

FFH:dp
Encl.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

8676

SCA
Nyssa

Salem
March 24, 1976

for (R)
Richard Unrein
Urban Engineer

1976 SCA Project
Nyssa (Commercial St.)

Mr. Frank Terpin
Location Engineer

This date I contacted Mr. Schneider, City Manager of Nyssa, in regards to the subject project. He stated that the city was in trouble financially and could not afford to put up any finances on the project. I therefore recommend the project begin at Station 17+00 and extend for 575 feet to Station 22+75 or $25,000 whichever comes first. Do not overrun.

The typical section recommended would be 24-foot travel lanes, 8-foot paved shoulder on southerly side, 8-foot gravel shoulder on northerly side. Base course 9 inches of crushed material and 3 inches of class "B" or "C" Asphaltic Concrete.

FFH:dp

Attachments

☐ ENGR. ☐ ASST. ☑ DE
☑ UPE ☑ CE ☐ RE ☐

-726-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEE

SHEET .... OF .... SHEET

3/4 1176

Nyssa (Commercial St.)

Estimate Of Contract Quantities

Item No.	Item	Unit	Unit Price	Quantity	Amoun
1	Temp. Prot. & Div. of Traffic	Lump Sum	$500.	All	$500.
2	Temporary Signs	Sq. Ft.	6.00	116	696.
3	Flagmen	hour	14.00	40	560
4	General Excavation	Cu. Yd.	3.00	605 ~~2,470~~	1815 ~~7,410.~~
5	Trench Excavation	Cu. Yd.	10.00	5 ~~10~~	50 ~~100.~~
6	Finishing Roadbed & Slopes	Mile	2000	11 ~~0.38~~	220 760
7	Watering	M-Gal.	5.00	44 170	22 850
8	1"-0 Aggregate Base	Ton	6.50	1475 ~~4,225~~	9587 [illegible]
9	3/4"-0 Stone Leveling Course	~~Ton~~	~~7.00~~	~~745~~	~~5215~~
10	Class "B" or Class "C" Asph. Conc. Mix.	Ton	14.00	337 ~~1,465~~	4718 ~~20,510~~
11	Asphalt Cement in Mixture	Ton	100.00	20 ~~88~~	2000 8,800
12	15-inch Culvert Pipe	Lin. Ft.	14.00	60 ~~122~~	840 ~~1,708~~
					21,206 ~~[illegible]~~
	14.5 ~~20%~~ Engineering and Contingencies				3075 ~~15,[illegible]~~
		Total.			~~$94,[illegible]~~ 24,282

Narrative Report

Section- Nyssa (Commercial Ave.)
Highway- City Street
County- Malheur
Survey- Prefix 323-1455

Type of survey------Location-City Street

Type of work--------Grade & pave entire length of Commercial Ave.

Point of beginning--Intersection of 9th St. & Commercial Ave.

Point of ending-----Intersection of Commercial Ave. & 3rd St.

Station Limits------10+02.52 to 30=00.00, total length 1997.48 feet.

Max. gradient - proposed - 0.0728%.

Reason for Survey;

The city of Nyssa wishes to grade and pave the existing city street, Commercial Ave. The subject street is presently graveled.

Commercial Ave. presently serves an industrial area. The majority of the street parallels the Union Pacific Railroad.

The city of Nyssa attempted unsucessfully to obtain Off-System project funds. Funding for subjedt project was obtained under Special City Allotment program.

Note: After receiving "Authority for Survey", Henry Schneider, City Manager, called our office and indicated the city did not have the necessary funds for the project. We told him that we would complete the survey already in progress and notify the proper authority of the problem.

Roger Lang, Region Federal Aid Engineer, was notified of Nyssa's financial problem. Lang notified Salem who in turn said to complete the survey and they would handle it from there.

Proposed Improvements;

The typical section calls for 3" of AC, 1 1/2" of 3/4"-0 leveling course and 9" of 1"-0 baserock. We believe the leveling course could be eliminated without detering from the project.

There is some question as to what typical section is desired or called for. The authority for survey, typical section shows 24' of pavement with 8' rock shoulders. The SCA Fund investigation data for "desired street section" indicated 36' of travel roadway with no shoulders. The agreement between State & City of Nyssa states project consists of grade, base, pave and 40' wide street. The South side of Commercial Ave. is developed. Ramps have been paved from existing buildings out onto dedicated city street right of way. It would be poor engineering to leave a graveled strip between existing concrete slabs at buildings and new pavement. There has been no development on the Northside of Commercial Ave. so an 8' rock shoulder would be in order if desired.

Estimate for construction cost is based on the 40' width as stated in signed agreement between State and City of Nyssa.

Mapping Control; (See attached plat of Morgan Addition)

Center line for Commercial Ave. was established from existing City monuments, a survey and a plat of the Industrial Subdivision. Our survey began at a brass disc, the initial point of the original survey, the center of Sect 32, T 19S, R 47E WM or the intersection of 3rd St. & King Ave. We proceeded South from initial point 390.26 feet to ℄ of Commercial Ave. A deflection angle Rt. of 58°37'.00 was turned to establish Commercial Ave. We then moved to the West end of the Subdivision. An iron pin for the SW corner of tract was found as was the NW corner at King Ave. and 9th St.. We then set transit at the SW corner of tract, shot the West boundry line of tract and established the South boundry by turning interior angle of 89°53'.00. We then moved to the North 37.5 feet and established Commercial Ave. ℄ on West end. The two established ℄ tangents were intersected and deflection angle turned up. We missed the angle closure by 2 minutes. Calculated angle was 31°30' and actual angle turned was 31°28'.

The chained tangent distance between the intersection at Station 13+14.00 and intersection of Commercial Ave. & 3rd Ave. (Sta. 30+00) was 1,686.00 feet. The subdivision plat showed a distance of 1,682.86 feet. We were 3.14 feet long. We then checked chaining and angles and found our work to be correct. No attempt was made to ajust survey. We found an existing iron pin at 8th St. (SW Corner of Block 6). The pin was tied to our survey and found to match R/W line.

Utilities;

All utility conflicts will be the responsibility of the City.

Water Lines;

An 8" water line crosses Commercial Ave. at intersection of 5th Ave. (Eastside).

Telephone Line;

There is a buried telephone cable on the South side of Commercial Ave. from 5th St. intersection back to station 13+75. Portions of the line fall within the roadbed section.

Power Line;

Power poles run along the South side of Commercial Ave. Subject line will not conflict with construction.

Gas Line;

A 2" gas line runs along the East side of 5th St. This 2" line T's at Commercial Ave!s North R/W line and runs both E & W. Three service connections run under Commercial Ave. The gas line should be well below subgrade and need no adjustment.

Right of Way;

No additional R/W will be required/ Present R/W width is 75 feet. Which is more than adequate for proposed improvements.

Presently 3rd St. and 5th St. are the only intersecting streets constructed. 3rd St. is graveled while 5th St. has substandard oil mat. Recent subgrade work has been performed on 9th St. from Thompson St. to Commercial Ave.(See Morgan Addition plat attached)

Drainage;

There are no existing storm sewers and none desired under this project.

There are no sanitary sewers. If they are ever needed they will be constructed off the street within the present R/W.

There are no drain ditches or pipes on existing Commercial Ave. A french drain has been constructed on South side of Commercial Ave. opposite Station 24+75±.

We have proposed pipe to handle roadway surface drainage.

The profile indicates we will need a cross pipe at Station 24+50. The flow will be from South to North. We have proposed a ditch along the North side of Commercial Ave. This will require a pipe under 5th St. Drainage along North side will have an outfall into a natural ditch North of station 15+00. The existing ditch meanders in a NW direction, eventually crossing 9th St.

On March 1 we met with Mr. Henry Schneider, City Manager and discussed drainage. Schneider requested we delete cross pipe at station 15+00. This pipe crossing has been removed from detail map. A special study of drainage will have to be done to correct any problems in this area. Schneider indicated a flood plain map compiled by the Corp of Engineers is being studied.

Schneider indicated the natural drain ditch Rt. of Station 15+00 has been filled in on fairground property, just West of project, and they plan no pipe for ditch across 9th St. So this ditch will be completely filled in eventually.

Mr. Schneider stated that he felt the runoff from the project would be absorbed by the surrounding soil along the northerly side of the project. If in the future curbs were installed along the project, a storm sewer system would then be developed to accomodate the project drainage.

Environmental Concerns;

Construction of this project will have no effect on any public recreation areas or historical sites. Nor will it cause any individuals to be relocated. The existing terrain is flat land, undeveloped on the North side of Commercial Ave. with the South side having several industrial type businesses.

Construction Considerations;

Timing of Letting Project; Project should be completed prior to August 1 or harvest. To cause minimum inconvenience to public and contractor, work should be performed sometime between April and June. We estimate the entire job could be completed within a month. There should be no need for stage construction.

Proposed grade will give us approximatly 1,000 Cu. Yd. of excess material. The city of Nyssa has provided a disposal area approximatly 1 mile from project.

Material Source - Due to small quantities involved materials for base rock and paving should come from a commercial source. There are at least two commercial sources available.

Construction Costs (estimated);

1. Typical section with 40' pavement = $94,712.00.
2. Typical section with 24' pavement, 8' shoulders = $84,760.00.

Under the agreement between State & City of Nyssa, the State will provide $25,000 toward the cost of the project. None of the State money can go for curbs or sidewalks. The city will pay for cost over $25,000. No curbs or sidewalks are desired under this contract.

Mr. Schneider, Nyssa City Manager, indicated on March 1, 1976 that they desired the 40' paved typical section. Future plans for Commercial Ave. would include curbing the North side. Schneider indicated they hoped to have subgrade of 9th Ave.

from Thompson St. to Commercial Ave. passable this summer. This would releive truck traffic through city center.

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Nyssa (Commercial St.)

Estimate Of Contract Quantities

Item No.	Item	Unit	Unit Price	Quantity	Amount
1	[illegible] Traffic	Lump Sum	$500	All	$500.00
2	Temporary Signs	Sq. Ft.	6.00	116	696.00
3	Flagmen	hour	14.00	40	560.00
4	General Excavation	Cu. Yd.	3.00	2,470	7,410.00
5	Trench Excavation	Cu. Yd.	10.00	10	100.00
6	Finishing Roadbed & Slopes	Mile	2000	0.38	760.00
7	Watering	M-Gal.	5.00	170	850.00
8	1"-0 Aggregate Base	Ton	6.50	4,895	31,817.50
9	3/4"-0 Stone Leveling Course	Ton	7.00	745	5215.00
10	Class "E" or Class "C" Asph. Conc. Mix.	Ton	14.00	1,465	20,510.00
11	Asphalt Cement in Mixture	Ton	100.00	88	8,800.00
12	15-inch Culvert Pipe	Lin. Ft.	14.00	122	1,708.00
					78,926.50
	20% Engineering and Contingencies				15,785.30
			Total.		$94,711.80

Special Provisions

Nyssa (Commercial Avenue) Section
Nyssa City Street
Malheur County

Grading and Paving

Work to be Done

The work to be Done under this contract consists of the following work:

1. Construction of ~~0.38~~ 0.11 miles of street roadbed, involving approximately 608 ~~2,470~~ cubic yards of general excavation; ~~5,640~~ tons of stone base materials; ~~1,465~~ 395 tons of class "C" asphalt concrete pavement.
2. Performance of such additional and incidental work as is called for by the specificatinns and plans.

Applicable Standard Specifications

The 1974 edition of "Standard Specifications for Highway Construction" and supplements pertaining thereto.

Section 106-Control of Materials

Due to the small quantity of both base rock and pavement, commercial sources in the vicinity of Nyssa and Ontario should be considered.

No laborotory shack will be required.

Standard specifications will apply.

Section 107-Legal Relations and Responsibility to Public

Standard specifications

107.27 Temporary Protective and Directional Measures for Traffic

Shall be performed in conformance with the provisions of Section 111

Section 111-Temporary Protective and Directional Measures for Traffic

Standard specifications

Section 203-Excavation and Embankment for Roadways

Standard specifications

Section 206-Trench Excavation for Minor Structures

Standard specifications

Section 222-Finishing Roadbed and Slopes

Standard specifications

Section 233-Watering

Standard specifications

Section 304-Aggregate Subbase and Base

Standard specifications pertaining to the coarse rock in the base and 3/4"-0" material in the top lift

Section 403-Asphalt Concrete Pavement

Standard specifications pertaining to class "B" or "C" asphalt concrete mix and asphalt cement in the mix

Section 603-Culvet Pipe

Standard specifications pertaining to 15-inch culvert pipe.

Miscellaneous Provisions

The city will be responsible for the adjustment of the following utilities:

1. Water lines
2. Telephone lines(city will contact the telephone company)
3. Power lines(City will contact the power company)
4. Gas lines (city will contact the gas company)

Environmental Concerns

No persons will have to be relocated due the construction. No adverse effects will be against public recreation or historical sites by this project.

Excess Material

Approximately 1,000 cubic yards of excess excavated materials will be taken from this project and the city of Nyssa has provided a disposal area for this material.

Construction Costs

This project has been worked up on the typical section of a 40 foot pavement and no gravel shoulders. Several places along the street, the paved portion would abutt next to existing slabs placed by the companies along this route and it was felt that we should not have any gravel between these areas.

Letting of Contract

The contract should be let so as the work can be performed sometime between April 1 and June 15. The estimate has been made that this project can be constructed in approximately 30 working days.

ESTIMATE OF COST

Commercial Street (Nyssa)

	Item	Unit	Quantity	Unit Price	Amount
1.	Temporary Direction and Prot of Traffic	all	all	500.00	$ 500.00
2.	Temporary Signs	sq.ft.	116	6.00	696.00
3.	Flagmen	hour	40	14.00	560.00
4.	General Excavation	cu.yd.	2,470	3.00	7,410.00
5.	Trench Excavation	cu.yd.	10	10.00	100.00
6.	Finishing Roadbed and Slopes	mile	0.38	2,000.00	760.00
7.	Watering	M-gal	170	5.00	850.00
8.	1"-0" Aggregate Base	ton	4,895	6.50	31,817.50
9.	3/4"-0" Stone Leveling Rock	ton	745	7.00	5,215.00
10.	Class "B" or "C" Asph. Conc. Mix	ton	1,465	14.00	20,510.00
11.	Asphalt Cement in Mixture	ton	88	100.00	8,800.00
12.	15-inch Culvert Pipe	lin.ft.	122	14.00	1,708.00
					78,926.50
	20% Engineering and Contingies				15,785.50
	Total				$ 94,712.00

Form E-363 (Revised)

8676

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 323-1455 Highway Nyssa City Street Section Nyssa (Commercial Ave.)

Highway Class City Street Date 2-26-76

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☐	☒	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☐	☒	l. Coordinate Sheets.
☐	☐	☒	m. Clearing and Grubbing Chart.
☐	☐	☒	n. Report on Bench Mark Recoveries (Form E-369) Established local Benchs
☐	☐	☒	(1) Description of Bench Mark (Form E-185).
☐	☐	☒	(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☐	☒	r. Preliminary Soils and Material Report.
☐	☒	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368). Commercial Source Planned
☐	☒	☐	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☒	☐	u. Estimate for Movement of Utilities. City's responsibility.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☐	☐	☒	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☐	☒	11. Is relocation of a scale site necessary?
☐	☐	☒	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature C D Hiatt

C. D. Hiatt, Locating Engineer

Address P. O. Box 702, Ontario, Oregon 97914

86752

SCA
Nyssa

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Commercial Street
Highway: Nyssa
County: Malheur
Prefix: 323-1455
Res. Engr: C. D. Hiatt

Date March 23, 1976
Ten Year Traffic Coefficient 6.5
18 kip s.a. per day 16.5
R value 13
Frost Penetration 24"±
CBE Total Requirement 20.0"

STRUCTURAL SECTION
NEW WORK

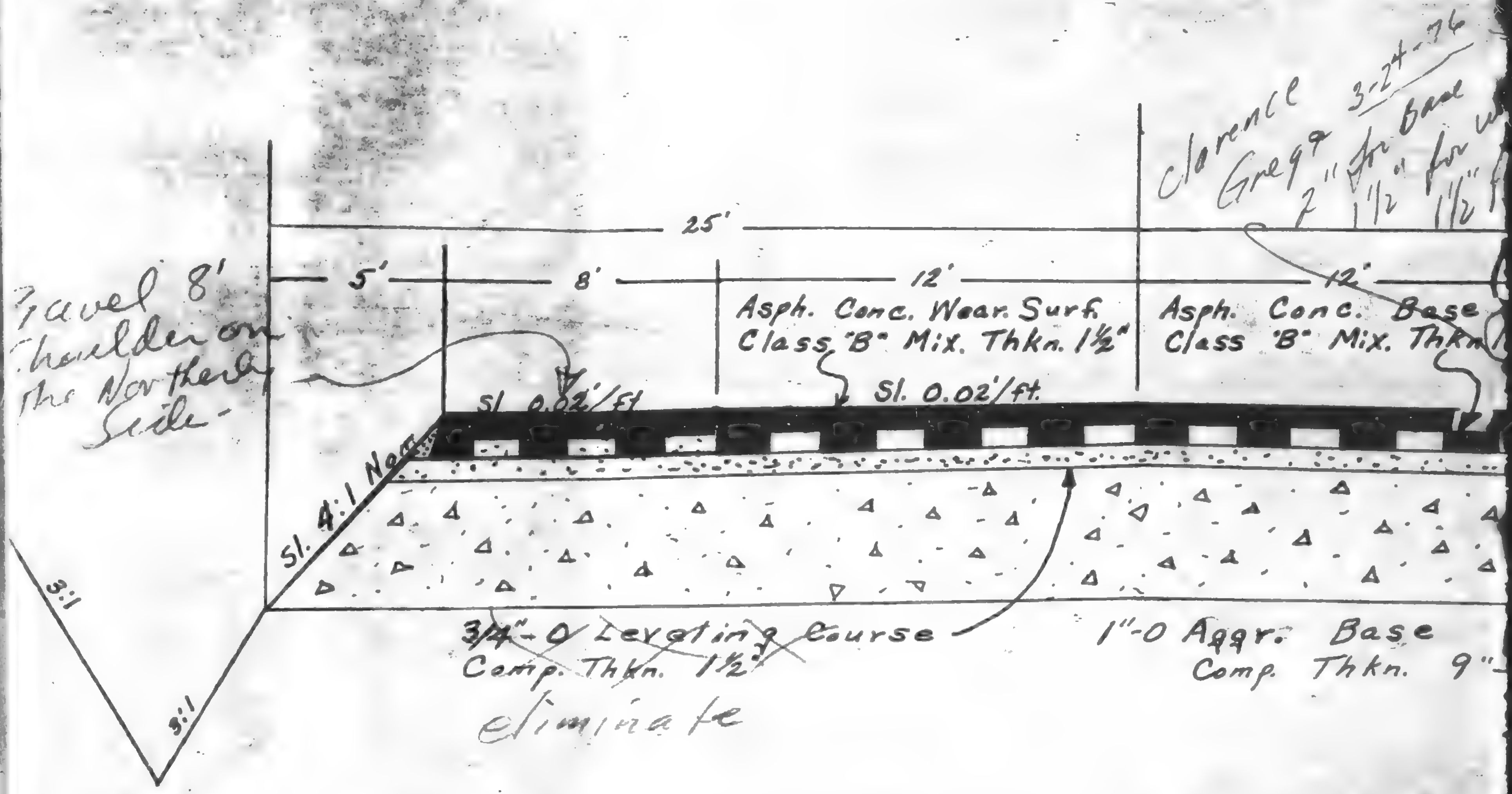
ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Application)	4.0
3.5"	A.C.	7.0
9.0"	A.B.	9.0
14.5"		20.0

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

XXXXX.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
COUNTY & CITY SECTION
MAR 25 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☒ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

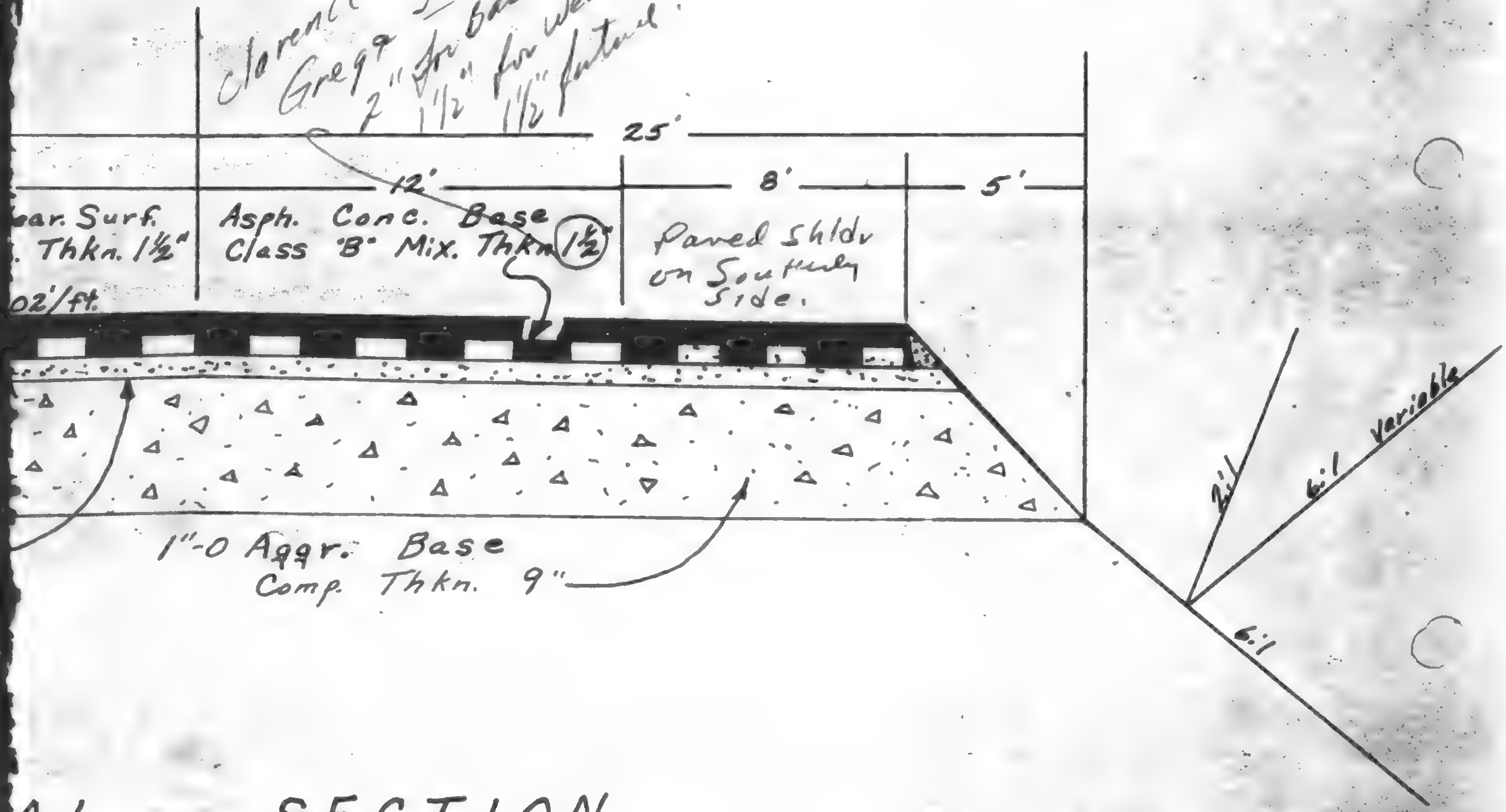


Gravel 8' Shoulder on the Northerly Side -

eliminate

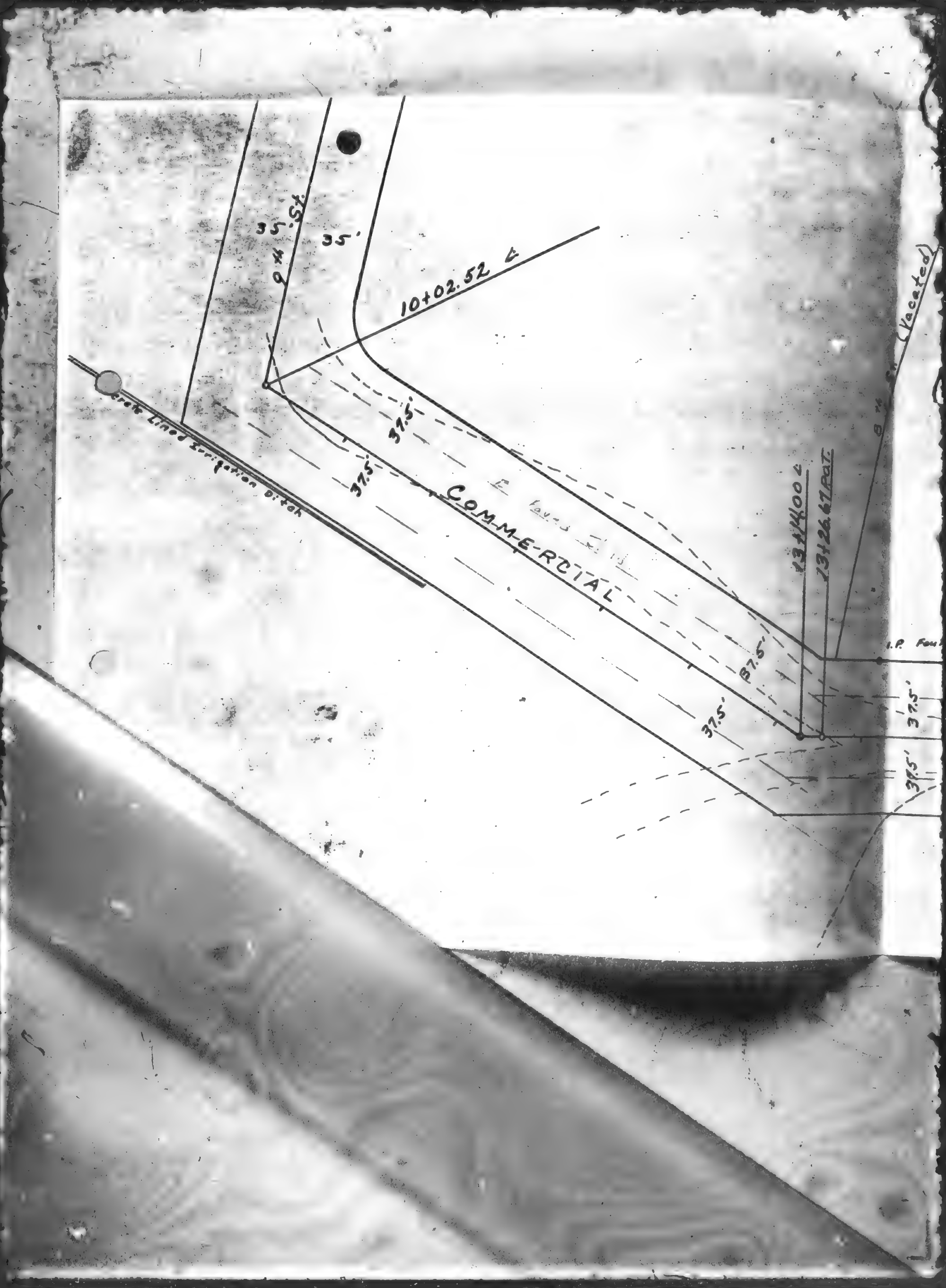
Clarence Gregg 3-24-76
2" for Base
1½" for w
1½" f

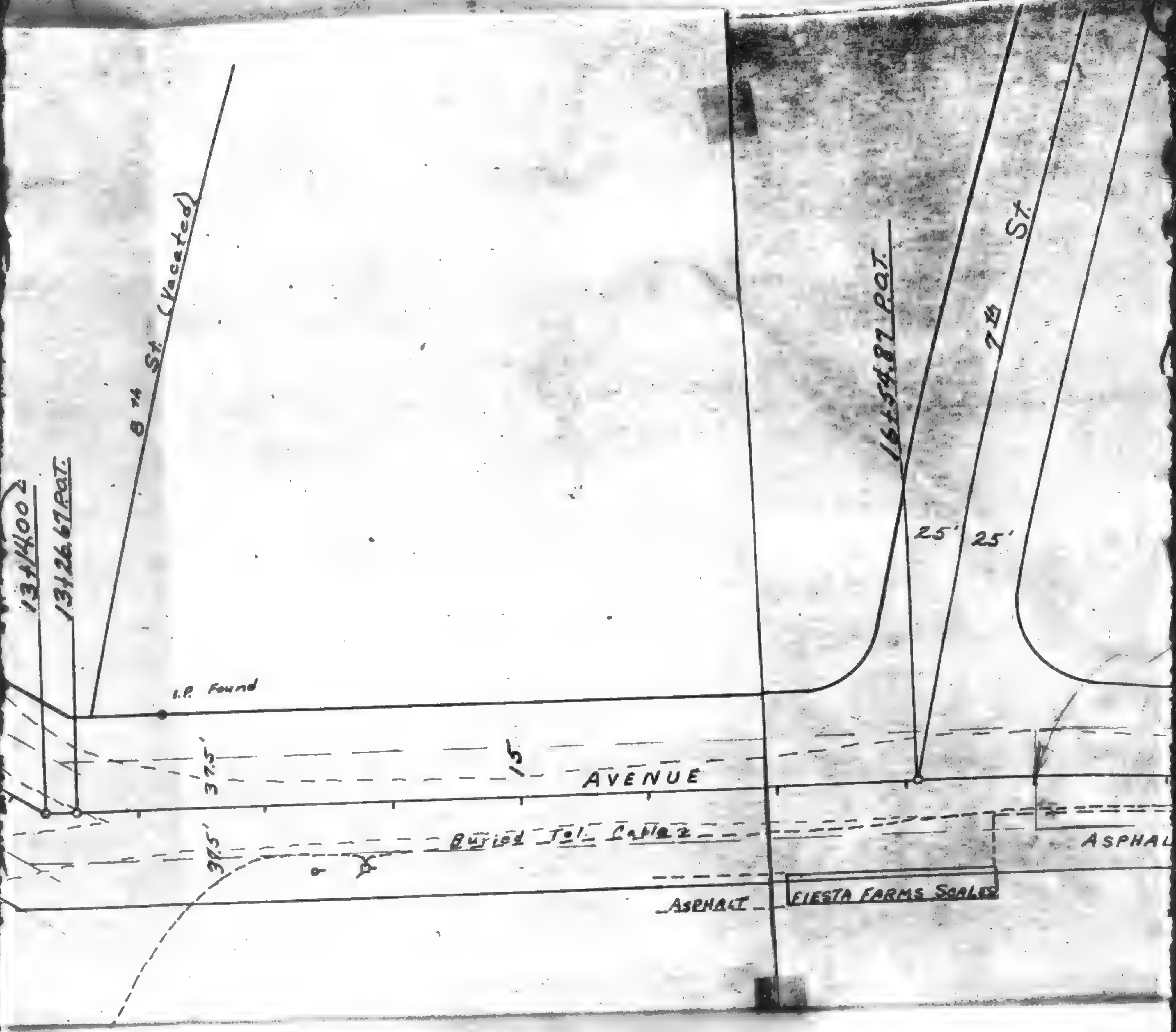
TYPICAL SECTIO

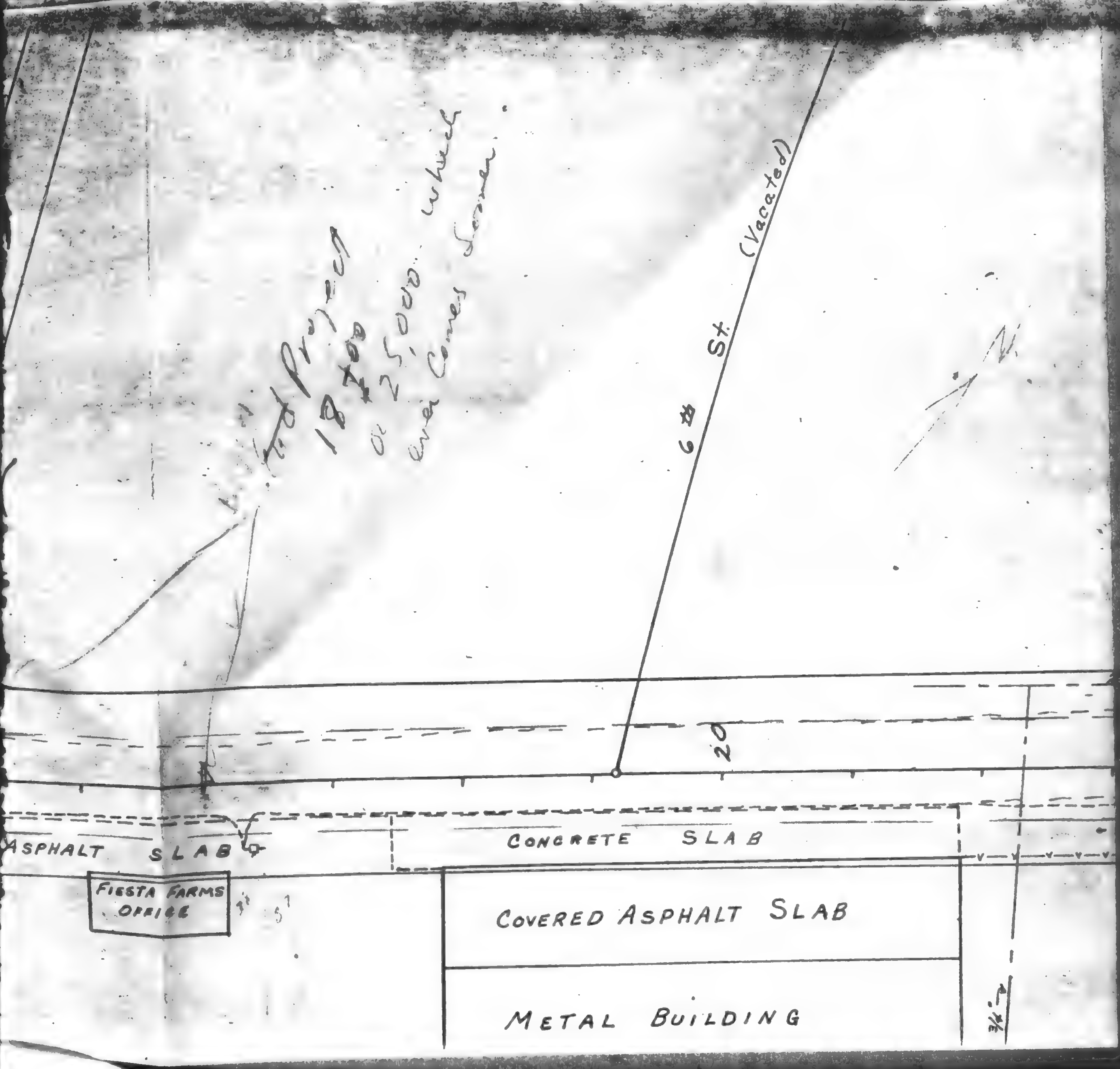


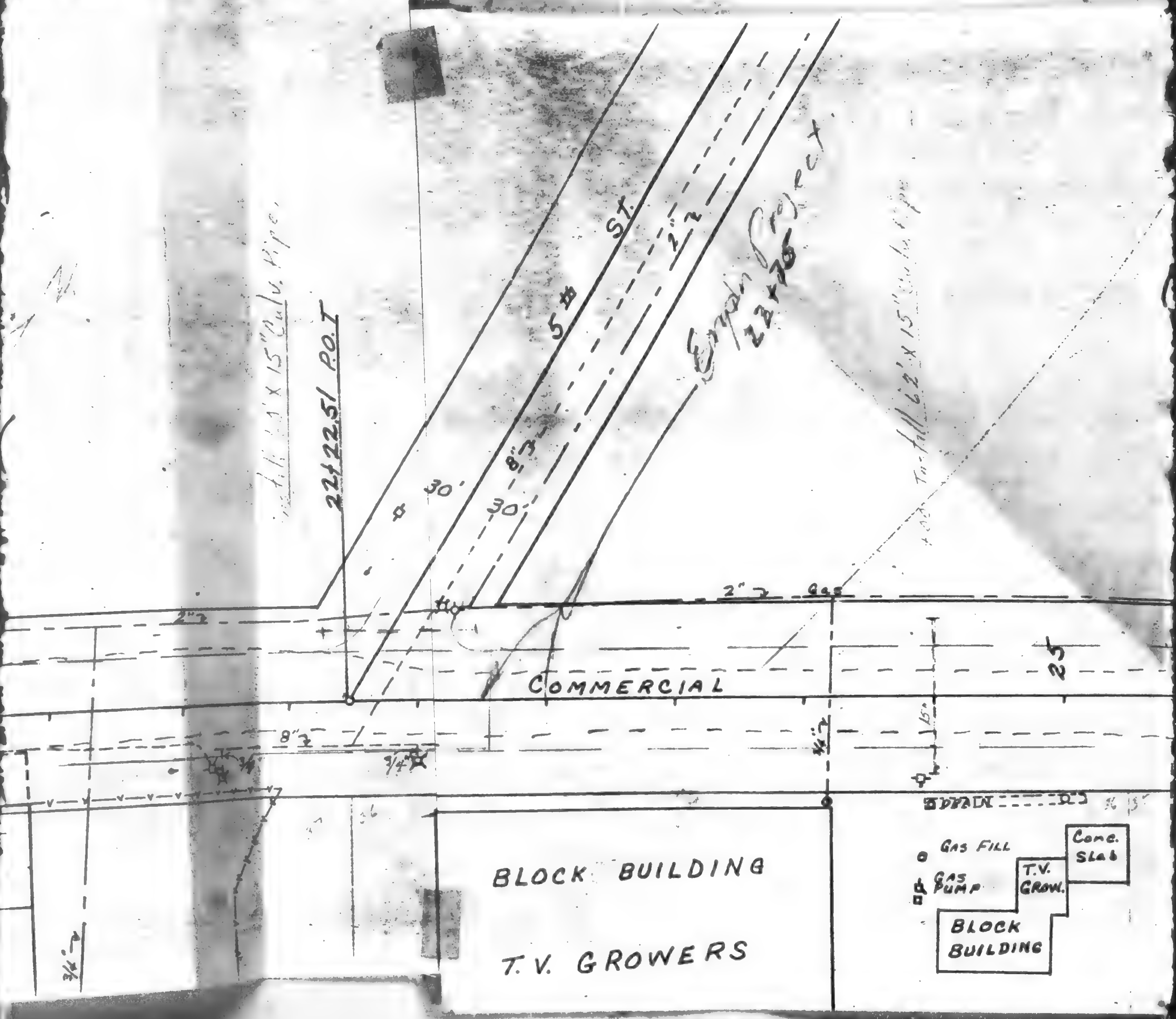
Clarence Gregg 3-24-76
2" for base
1½" for wear
1½" future

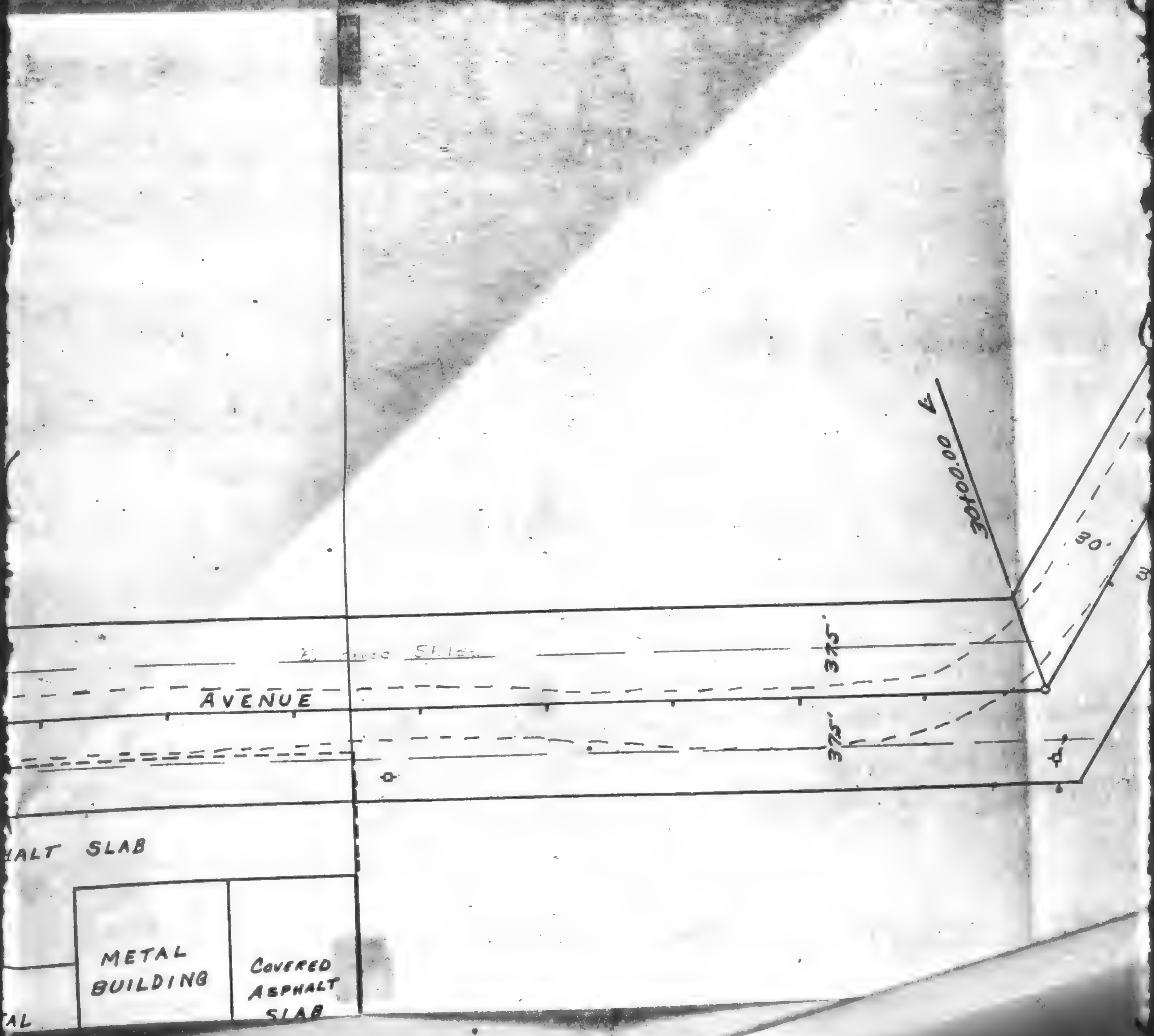
AL SECTION

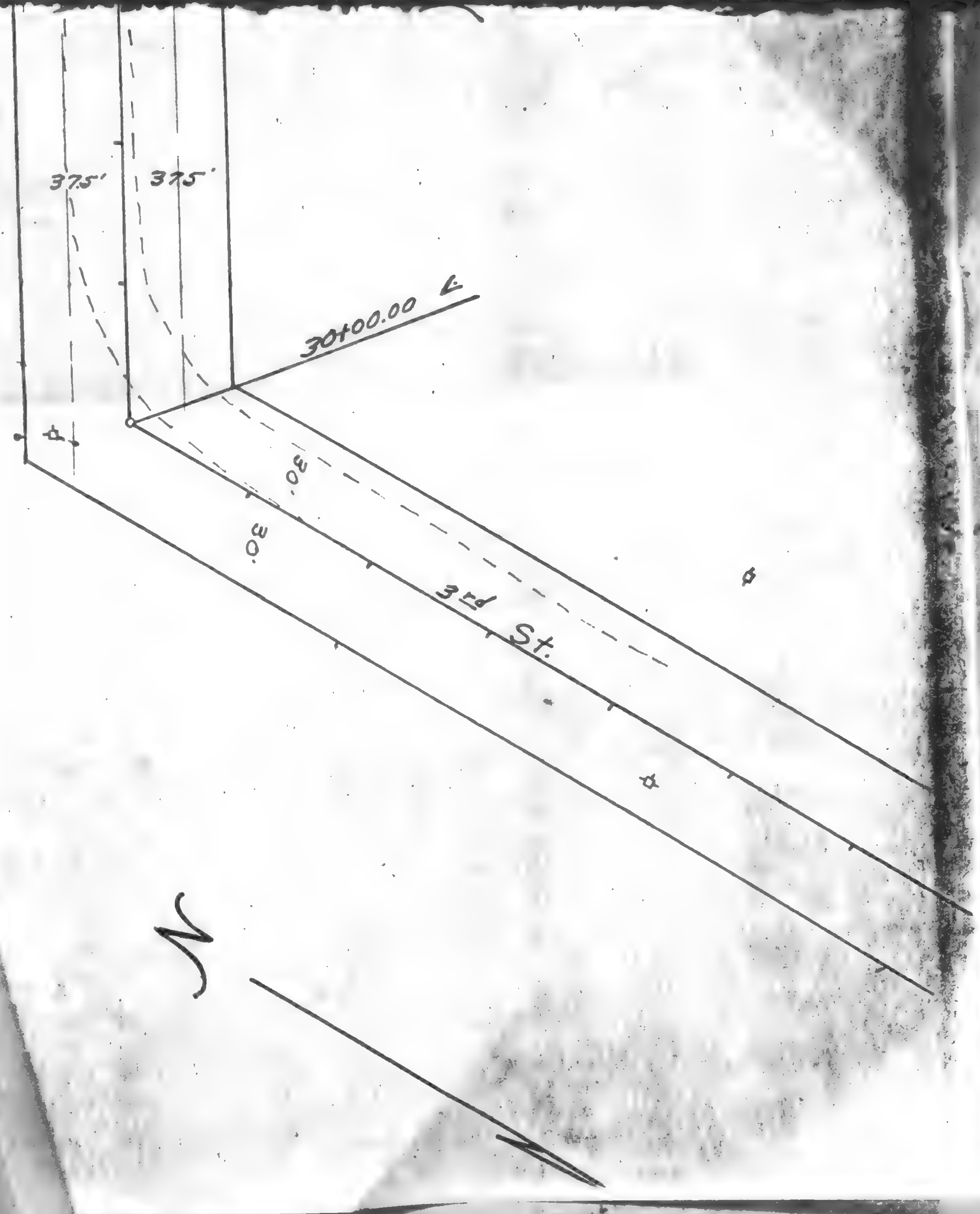

35'
9th St.
35'
10+02.52 ℄
crete Lined Irrigation Ditch
37.5'
37.5'
COMMERCIAL
37.5'
37.5'
13+14.00 ℄
13+26.67 PAT.
8th St. (Vacated)
I.P. Fou
37.5'
37.5'
37.5'

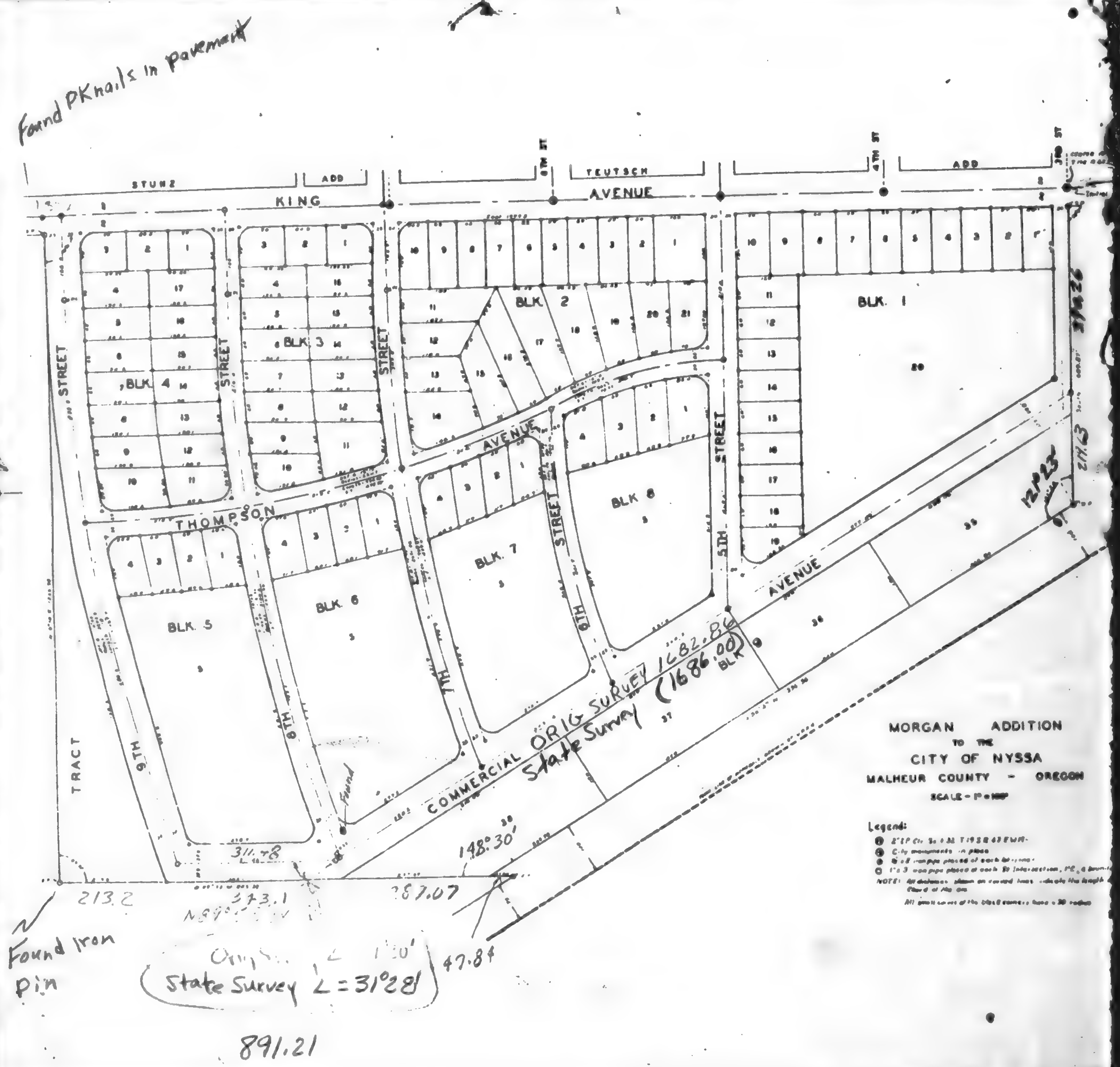

13+40.00±
13+26.67 P.O.T.
8th St. (Vacated)
I.P. Found
37.5'
15'
AVENUE
Buried Tel. Cables
37.5'
ASPHALT
FIESTA FARMS SCALES
16+54.87 P.O.T.
7th St.
25'
25'
ASPHAL


[illegible] Project
18700
or 25000 which
ever comes sooner
6th St. (Vacated)
N
20
ASPHALT SLAB
CONCRETE SLAB
FIESTA FARMS OFFICE
COVERED ASPHALT SLAB
METAL BUILDING
3½'


5th ST.
COMMERCIAL
BLOCK BUILDING
T.V. GROWERS
22+22.51 P.O.T
Engin Project
22+75
30'
30'
8"
2"
2"
Gas
8"
3/4"
4"
15'
25'
3/4"
DRAIN
GAS FILL
GAS PUMP
T.V. GROW.
Conc. Slab
BLOCK BUILDING
Tr. fill 62' x 15" Culv. Pipe
fill x 15" Culv. Pipe


30+00.00 ℄
30'
375'
AVENUE
375'
HALT SLAB
METAL BUILDING
COVERED ASPHALT SLAB
TAL

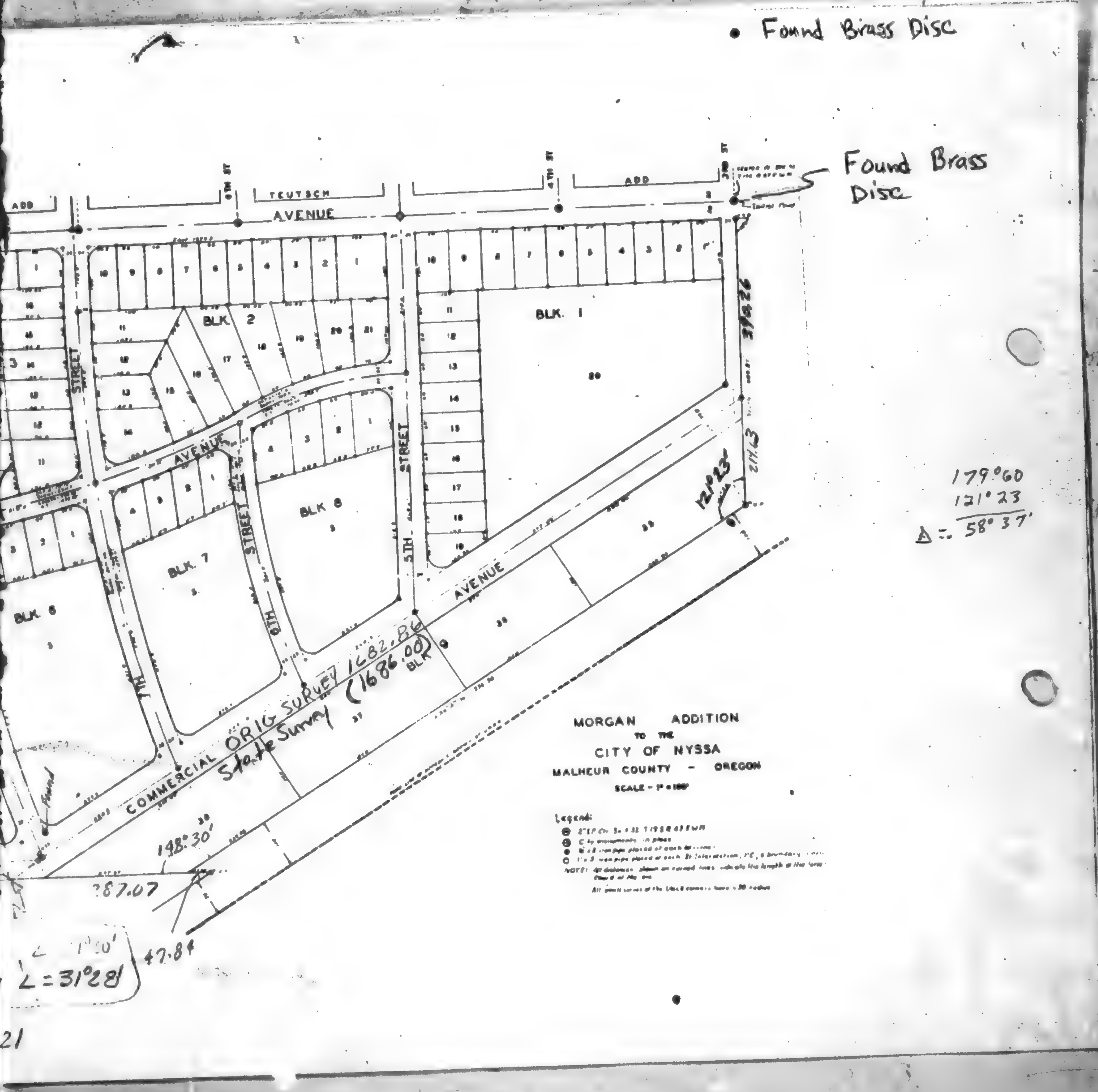

37.5'
37.5'
30+00.00
30'
30'
3rd St.
N



MORGAN ADDITION
TO THE
CITY OF NYSSA
MALHEUR COUNTY - OREGON
SCALE - 1" = 100'

Legend:

City monuments in place


• Found Brass Disc
Found Brass Disc
ADD
TEUTSCH
ADD
AVENUE
6TH ST
5TH ST
4TH ST
3RD ST
BLK. 1
BLK. 2
BLK. 6
BLK. 7
BLK. 8
BLK
STREET
7TH
6TH STREET
5TH STREET
AVENUE
AVENUE
COMMERCIAL
ORIG SURVEY 1682.86
State Survey (1686.00)
374.26
211.3
121°23
179°60
121°23
Δ = 58°37'
148°30'
287.07
47.84
∠ = 31°28'
21
MORGAN ADDITION
TO THE
CITY OF NYSSA
MALHEUR COUNTY - OREGON
SCALE - 1" = 100'
Legend:

Commericial Ave. looking S.W.
Note street angle point, ahead
of puddle, to the right.

Photo taken from intersection
of 3rd & Commercial Ave.
(end of project) looking up
S.W. Commercial Ave.

Photo taken from intersection
of 5th & Commercial Ave. looking
S.W. up Commercial Ave.

Photo taken from intersection of 5th & Commercial Ave. looking North on 5th St.

Photo taken from Commercial Ave. looking S.W.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
January 13, 1976

FILE:

FROM: Bob Aldrich Bob Ald
Regional Office Engineer

SUBJECT: 1976 SCA Program
Halfway and [redacted]

TO: L. W. Rulien
Project Management Engineer

In answer to your request in your January 6, 1976 letter, attached are survey orders covering Special City Allotment projects for the cities of Halfway and Nyssa.

Upon receipt of the approved survey order, engineering work on these projects will be performed.

1-15-75
Handed Pete
Carstensen the
Survey orders
H

sh

cc R. C. Lang
P. L. Carstensen
P. F. Burnett
C. D. Hiatt

Fred
these should
go to Location
H

RECEIVED
COUNTY & CITY SECTION
JAN 1
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☒ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
JAN 14 '76
REFER TO:
Geo K
FOR

Info	Investigate	R/D	Action	File	Letters	See me
			/		-	

86 ~~76~~ Form E-39 (Rev. 9-71)

'76-SCA-Nyssa

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Nyssa (Commercial St.

Highway City Streets

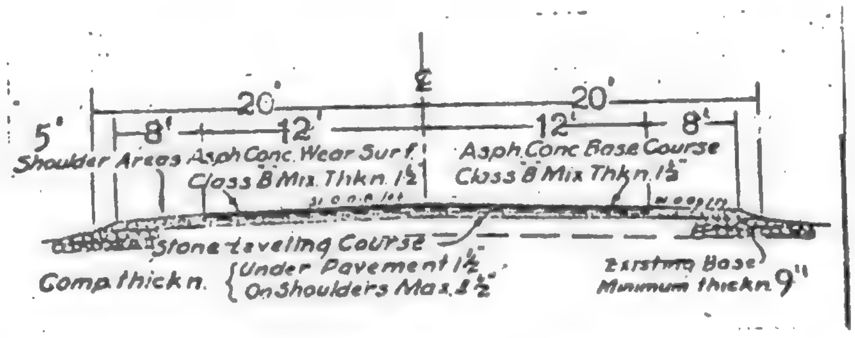
County Malheur Region 5

Date January 12, 1976

Authorization No. 1

Survey Prefix 323 - 1455 (Assigned by Salem office)

Description of termini, route, length, etc.: Grade, pave, entire length of Commercial Street in the city of Nyssa, 0.34 miles



5'
20'
20'
8'
12'
12'
8'
Shoulder Areas
Asph Conc. Wear Surf. Class B Mix. Thkn. 1½"
Asph. Conc. Base Course Class B Mix Thkn. 1½"
Stone Leveling Course
Comp thickn. {Under Pavement 1½" On Shoulders Max. 1½"
Existing Base Minimum thickn. 9"

RECEIVED
COUNTY & CITY SECTION
JAN 21 1976
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ■ UE
☒ UPE ☐ CE ☒ RE ☐ RPE ☐

TYPICAL SECTION

Purpose of survey: Prepare plans, specifications and estimate for the construction of a city street

Estimate of cost:

Field	901	2,000
Plans	905	1,500
Soils	910	800
Utility	914	200
Proj. Mgt	920	50
Specifications	921	250
Environmental	923	200

SCA

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 5,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

R.C. Lang Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Victor D. Wolfe Location Engineer

Approved:

E. J. Hunter Assistant State Highway Engineer

SP*23604-734

SCA

867

8

January 12, 1976

City of Nyssa
14 S. Third Street
Nyssa, OR 97913

Attn: Henry Schneider
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5545

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the improvement of Commercial Street between Ninth and Third Streets in Nyssa.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

[illegible]
Att.

bc Don Harwell (agreement att.)

8676

September 24, 1975

Mr. Henry Schneider
City Manager
City of Nyssa
City Hall
14 South Third Street
Nyssa, Oregon 97913

Dear Mr. Schneider:

Your proposed project on Commercial Street, from Third to Ninth Streets, was submitted and approved by the Transportation Commission for construction in 1976 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $77,185, with the State contributing $25,000.

Very truly yours,

D. N. Harwell
D. N. Harwell
County-City Engineer

FFH:scr

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OSK
Nyssa

Robert W. Straub

August 25, 1975

Mr. Henry Schneider
City Manager
City of Nyssa
City Hall
Nyssa, Oregon 97913

Dear Mr. Schneider:

We wish to acknowledge receipt of your Off-System Roads project application which we received August 13, 1975.

As stipulated in the interim guidelines for the Off-System Roads Program, funds for city and road district projects shall be available on a $100,000-per-county basis. Priorities are established in the order in which applications are received. The city allotment for Malheur County has been reserved for use by the Ironside Road District No. 5.

First round project request applications have been received to date in excess of available funds. We will, however, place your request on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours,

D. N. HARWELL
County-City Engineer

HR:scr

bc: E. S. Hunter
W. E. Schwartz, Region 5

☑ ENGR. ☐ ASST ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

8696

7-15-75

Nyssa - Commercial St.

This is a 20' gravel street that fronts industrial area. Talked to Schneider and he showed me his overall plans for a complete truck route system. Mentioned FA System moneys which he will check into. This area does receive truck traffic and some local workers during harvest season. 1 truck per minute used this street. Does qualify.

867

8-8-75
Layton

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: Nyssa Date 7-15-75 Div. 5
Population: 1970: 2620 1975: 2735
Street: Commercial Ave.

No. of Previous Projects 4
Last Project 1961 (Year)
Total SCA Funds $ 58,678
Funds/Capita $ 21.45
Average/Capita $ 16.09

EXISTING

Surface Now in Place: A. C. ____ Oil ____ Gravel ✓ Concrete ____
Surface Width: Variable Ft.
Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft.
Right-of-Way Width: 75 Ft.
Remarks:

PROPOSED

Surfacing: A. C. ✓ Oil ____ Other ____
Pavement Width: 24 Ft. Shoulder Width: 8 Ft. C-C Width: ____ Ft.
BASE DESIGN: A. C.: 3 in. Leveling: ____ in. Base: 9 in.
Line T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.34 Mile, 1795 Ft. Type Curb:
Remarks:

ESTIMATE

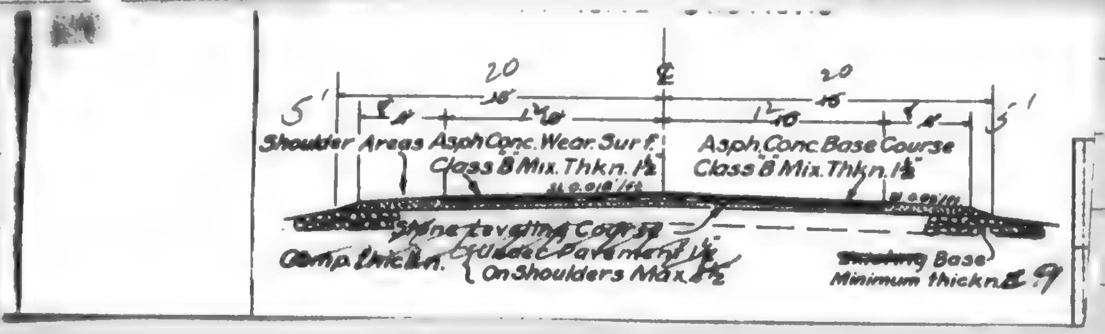
	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$	$	$
TEMP. PROT. & DIRECT TRAFFIC	ALL			
GENERAL EXCAVATION	Cuyd. ~~LUMP SUM~~	2840	4.00	11,360
1"-0 AGGR. BASE ~~8"~~ DEEP 9"	SQ. YD.	7420	3.25	24,115
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC 3" DEEP	SQ. YD.	8780	3.00	26,340
CONCRETE INLETS	EACH			
CONCRETE CURBS	LIN. FT.			
CONCRETE WALKS	SQ. ~~FT.~~ yd			
CONCRETE DRIVEWAYS	SQ. FT.			
____ INCH DEWER PIPE	LIN. FT.			
18 INCH CULVERT PIPE	LIN. FT.	56	15.00	840
ADJUST MANHOLES	EACH			
			TOTAL	$62,655
Permanent Signing ($100 per Intersection)				
Flagging				
			TOTAL	$62,655
Engineering and Contingencies (20%)				12,530
			TOTAL	$75,185
City's Estimated Share of Survey				$ 2000
			TOTAL ESTIMATED COST	$77,185

*Items include 10% allowance.

7-15-75

Nyssa - Commercial Street.

0.34 miles = 1795-Feet.



Grading -

$(30 \times 1003) + \dfrac{50 \times 1792 \times 1}{27} =$ 2581'- ×1.10 = 2840 Cu.yd.

Surfacing -

$(25 \times 1003) + \dfrac{45 \times 1792}{9} =$ 6746' - ×1.10 = 7420 Sq.yd.

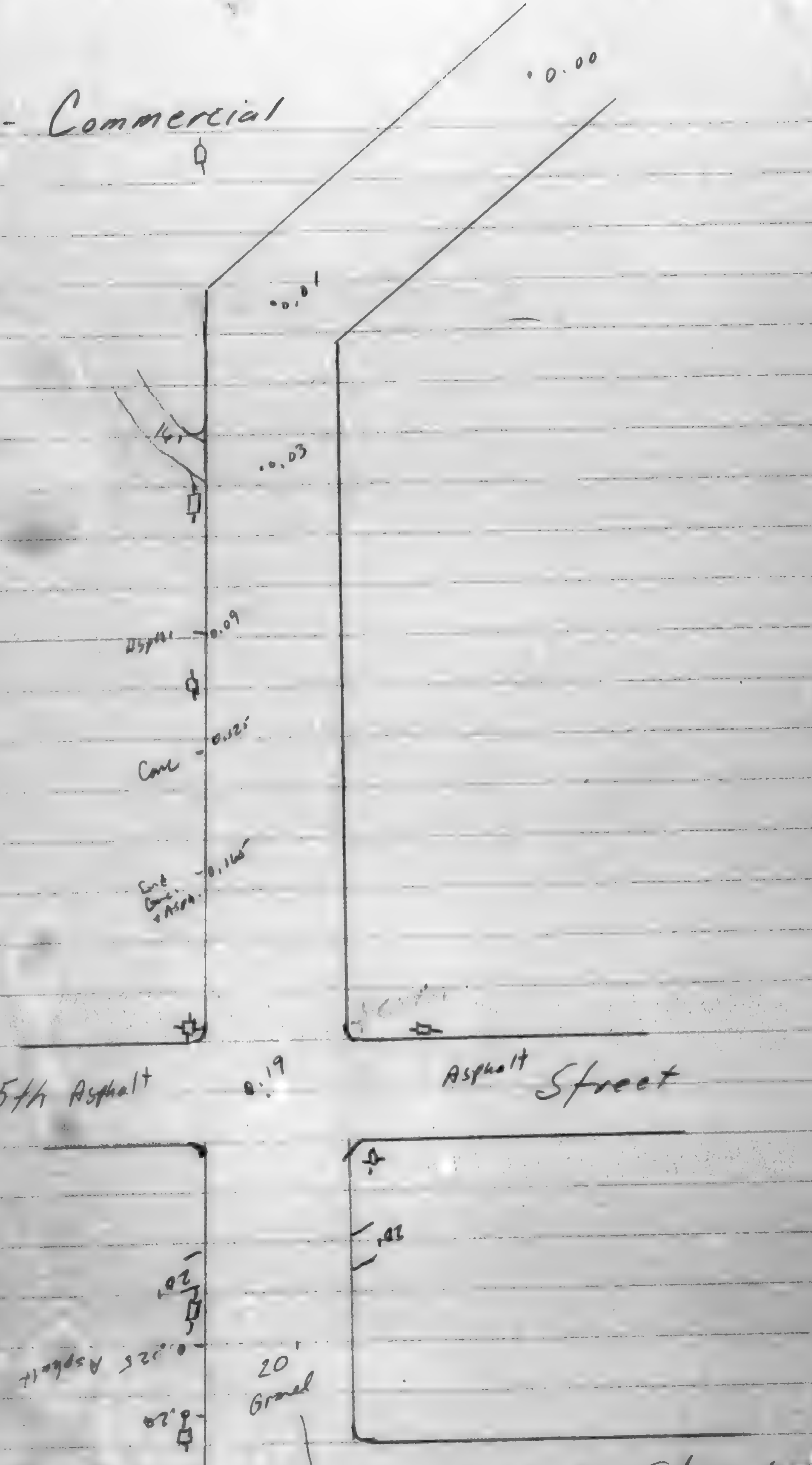
Paving

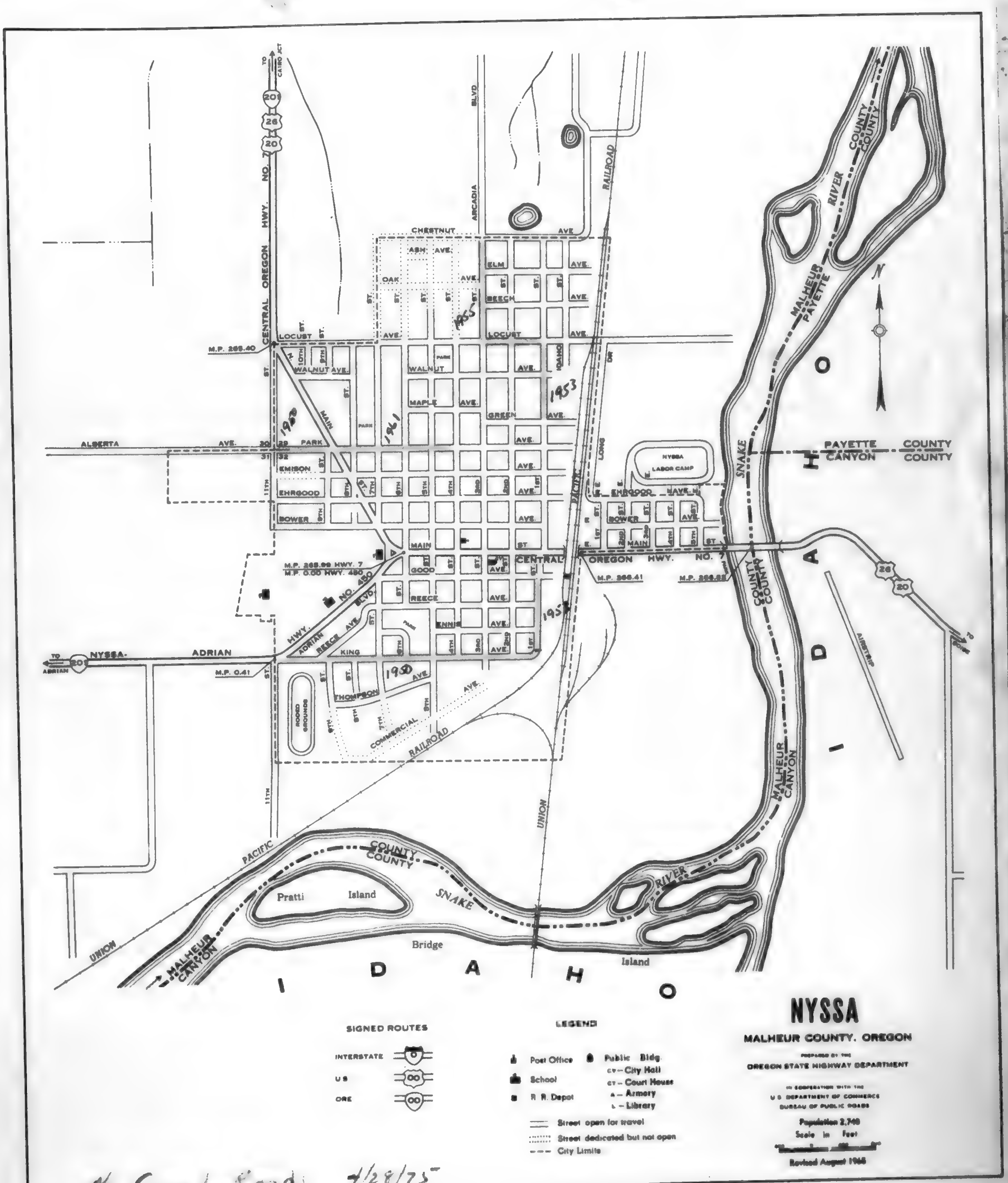
$\dfrac{40 \times 1795}{9} =$ 7977⁷- ×1.10 = 8780 Sq.yd.

18" Culvert - 50 × 1.10 = 56 Lin ft.

7-15-75

Nyssa - Commercial





NYSSA

MALHEUR COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U S DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Population 2,740

Scale in Feet

Revised August 1965

No County Roads 4/28/75

SCA

PROJECT DATA. CITY OF Nyssa Date ____

To be financed by Special City Allotment Fund and necessary city funds.

Street name Commercial Avenue
(Locate project on attached map.)

Project length 2,000 feet

DESIRED STREET SECTION:

42

Standard roadway; width of travel way: 36 feet, width of shoulders: 0 feet

Curbed section; width curb to curb: 0 feet

Remarks Because this is an Industrial Street, no curbs are desired so that trucks may pull off at random

Surface now in place: Oil ____ Paving ____ Gravel x

Present surface width: none feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 75 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No ____

Give width of intersecting streets: 3rd Avenue - 20', 5th Avenue - 20'

Are intersecting streets curbed? Yes ____ No X

Remarks Intersecting streets are gravel or substandard oil mat

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No x

Width between present curbs: n/a feet

City to construct curbs? Yes ____ No x

To be constructed as part of project? Yes ____ No x

Length of desired radius on curb returns: n/a feet

Does city desire special type of curbs? Yes ____ No x

Explain: ____

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No_X__

Present sidewalks, Length: ________feet; Width:________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No_X__

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _______feet

Remarks____

____

STORM SEWERS -

Now in place? Yes____ No_X__

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No_X__

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes____ No_X__ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: ________feet

Remarks *Sewers not required at present. If later needed they will*

be constructed off street in right of way

____

WATER MAINS: (City to adjust if required.)

Now in place? Yes ___ No X

If yes, how deep from present surface? ______ feet

Remarks *Approximately 100 feet of 8" line at 5th Avenue intersection, remainder, if required to be off Street*

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.~~)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ______

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks *Driveways will not be applicable to this project*

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? *Idaho Power*
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? *Malheur Home Telephone Company*

Railroad tracks? Yes ___ No X

Which company? ______

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ______

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No ___

Remarks ___

GENERAL INFORMATION:

Are city finances available? Yes ___ No X

When available? Date Upon receipt of state cost estimate because this project to be constructed under local improvement district.

Has city established grade on street? Yes ___ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: On city property 1 mile from project

General remarks: RESOLUTION 293 (ATTACHED) AUTHORIZED CITY MANAGER AS OFFICIAL REPRESENTATIVE.

By ___
Mayor

By ___
City Recorder or City Manager

By ___
City Engineer

PROJECT REQUEST
SECTION 219 OF U.S. CODE, TITLE 23
"OFF-SYSTEM ROADS"

05-2302( )

Name of County/City Nyssa Rd. No. N/A Date July 2, 1975
County Road Name or street Commercial Avenue
Section Name N/A Approx. 0.38 mile
Type of Project Excavate and construct new paved roadway with curb & gutter.
Location of Project (Attach sketch map) Nyssa, Oregon
ADT 300 Design Speed 35 mph

Is this request for bridge design only? Yes ____ No X
Yes ____ No ____
Will County hire consultant for this project? Yes X No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

→ Re item 12

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC Total Travel Width 26'
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type AC Width Each Side incl. in travel width
(AC, Pug Cold Mix, Oil Mat) Total Top Width 50'

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract X

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract X
Has base design been given to County? Yes ____ No X
Will it be furnished? Yes X No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
By County ____ County Date of Completion ____ By Contract X

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract X

8. Clearing:
By County ____ County Date of Completion ____ By Contract X

9. Curbs:
Curbs Required? Yes X No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
Valley gutter section along south side adjacent to truck loading aves.
Width between curbs 50

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes___X___ No__________
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use__________
Sparse population___________ Area exempt from bike law_____________
What is desired width of trail or walkway____5_____ ft.
What type of surface treatment is desired___gravel_______________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes____X____ No____________
What type of separation from roadway will be used?____curb____________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes____X____ No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________ No____X_____

12. Will replacement be by: County___________ Contract___N/A_______
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No__N/A__

14. Will County adjust structure to additional width? Yes____ No__N/A__

15. Will adjusted width be standard? Yes_____ No__N/A__
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No__N/A__

17. Does County wish sight posts installed? Yes_____ No__N/A__

Re item 8c

~~18. Does County wish State to permanently stripe project? Yes_____ No_____~~

19. Will County do striping? Yes__X__ No_____

20. Does County wish guardrail installed? Yes_____ No__X__

By County________ Contractor___N/A___
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No__N/A__
By seeding and mulching Yes_____ No__N/A__
By rock blanket Yes_____ No__N/A__
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__X__ No_____

23. Can through traffic be detoured? Yes__X__ No_____

24. Must new detour be constructed? Yes_____ No__X__

25. Will detour be constructed and maintained by County? Yes____ No X

26. Will detour be constructed & maintained by Contractor? Yes X No____

27. Will County sign project outside work area during construction?
Yes____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No____

29. Should contract provide for permanent signing? Yes____ No X

Re. item 8c

30. ~~Should State do permanent signing?~~ ~~Yes~~____ ~~No~~____

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired____

32. Is project contingent upon other factors? Yes X No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain Project contingent upon formation of a local improvement district to provide the local share funds.

Remarks re Section I:____

II. BRIDGE PROJECT DATA NOT APPLICABLE

1. Name of river or stream____

2. Name of bridge____

3. Dimensions of existing bridge. Length____ Roadway Width____

4. Type of design and material used in existing bridge.____

5. Location (please attach map with location marked):____
Section____ Township____ Range____ W.M.

6. Desired width of proposed bridge____ Approx. length____
(NOTE: ~~Standard width of FAS structure is traveled way plus full shoulders.)~~

7. Are sidewalks desired? Yes_____ No_____
Upstream_________ Downstream_________ Width_________

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)______________________________
____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
Explain____
____
____

10. Foundation Testing: By County? Yes_____ No_____
~~By State?~~ ~~Yes~~_____ ~~No~~_____

Re item 8b

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____ No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type__________ Width__________
Shoulder surface: Type__________ Width__________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No_____

N.W. quadrant distance from structure____________
N.E. quadrant distance from structure____________
S.W. quadrant distance from structure____________
S.E. quadrant distance from structure____________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company____
b. Sanitary sewer mains: Yes________ No________ Size___________
Company____
c. Storm sewer: Yes________ No________ Size___________
Company____
d. Gas mains: Yes________ No________ Size___________
Company____
e. Power lines: Yes________ No________ Size___________
Company____
f. Telephone lines: Yes________ No________ Size___________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____

Remarks re Section II: ____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   ~~By State?~~ ~~Yes~~__________ ~~No~~__________
   By Consultant? Yes_____X_____ No__________
   By County? Yes__________ No_____X_____
   (NOTE: ~~a. If project is cancelled, County must pay for survey.~~
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

→ Re item 8b

2. Does County have any survey data? Yes_____X_____ No____________
   Plat only

3. Construction plans and specifications to be prepared:
   By State? Yes__________ No_____X_____
   By Consultant? Yes_____X_____ No__________
   By County? Yes__________ No_____X_____

→ Re. item 10

4. Does County desire center line to be permanently monumented as part of project? Yes_____X_____ No__________

5. Does County desire right-of-way to be permanently monumented as part of project? Yes__________ No_____X_____
   (NOTE: ~~Right-of-way monumenting will necessitate special programming.)~~

Remarks re Section III: (Note: ~~Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)~~

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 75' Minimum 75'

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No N/A

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes____ No N/A

5. Should State prepare options? Yes____ No N/A

6. Should material source site be included in right-of-way descriptions?
Yes____ No N/A

Re item 8d

7. Is there any merchantable timber on right-of-way?
Yes____ No X

8. Will timber be reserved for owner? Yes____ No N/A
If removed by County or individual, must be done prior advertisement for bids.
~~If removed by contractor for owner, the County must pay 100% removal~~
~~costs or pay State value of timber.~~

9. Will timber become property of contractor? Yes____ No N/A

10. Is a hearing necessary? Yes____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
If yes, give type and name of utility company:____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company: Water - City of Nyssa;
Electric - Idaho Power Co.; Telephone - Malheur Home Telephone Co.;
Gas - Cascade Natural Gas Co.

13. Are utilities on existing right-of-way by permit ____ or
by franchise X
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
If yes, give name of irrigation company or district____
and dates between which water can be turned off: From____
To____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline______ Siding______ Total N/A

18. Sight Distance: ________________ (Left) ________________ (Right) N/A

19. Number of Trains: Passenger____________ Speed____________ N/A
Freight____________ Speed____________

20. Angle of Intersection: N/A

21. Type of Existing Crossing: Grade ________ N/A
Overcrossing ________
Undercrossing ________

22. Existing Protection: N/A
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks______ Automatic bell______ Gates______

23. Proposed Protection: N/A

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______ N/A

25. Will railroad crossing be altered: Yes______ No______ N/A
If yes, specify:________________

26. Traffic Control Signing:
To be part of project? Yes______ No X
By County? Yes______ No______
~~By State at County expense? Yes~~______ ~~No~~______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes______ No X
By County? Yes______ No X
~~By State at County expense? Yes~~______ ~~No~~______

28. ~~Does County wish State to prepare P.U.C. hearing data? Yes______ No______~~

29. Will P.U.C. application be made ~~by State~~______ or County______? N/A
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes______ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV________________

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____

2. Owner: County ____ State ____ Private X Other ____

3. Location: _____ Section ____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by : Borrow ____ Select Topping ____
Base Course ____ Level Course ____ Mineral Agregates ____
Location _____
Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 83,000.00

2. Available Funds $ Local share funds to be provided through formation of a local improvement district.

3.

4. Date match money is available Contingent upon formation of L.I.D.

5. Will there be any 100% money? Yes ____ No X

6. Maximum amount of 100% County money available: $ _____

7. Date request / letting: February 1975

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____ City Manager
County Judge or Comm. Chairman ~~[illegible]~~

By _____
County Commissioner or CITY

By _____
County Commissioner or CITY

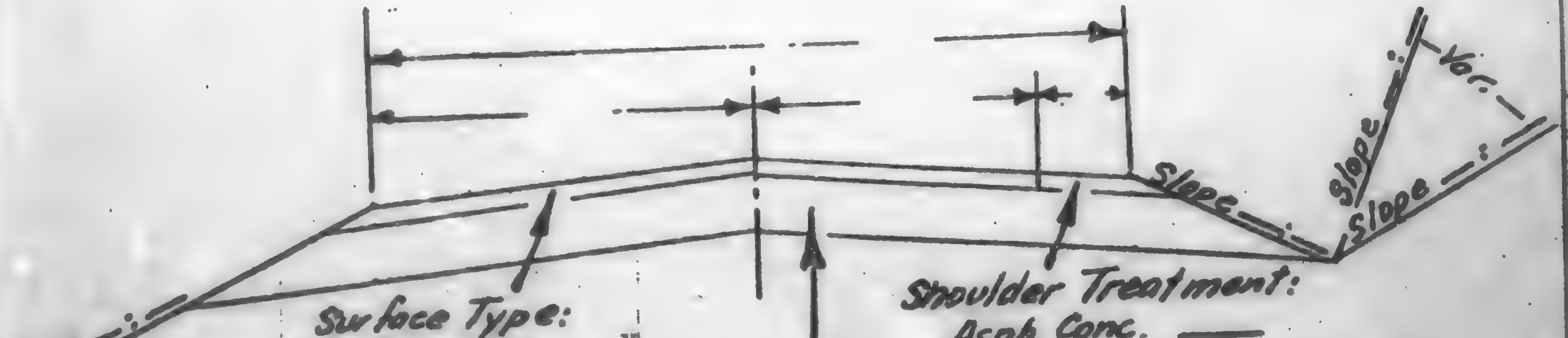
_____
O.S.H.D. Field Engineer

Date _____

By _____
City/County Engineer or Roadmaster

City/County _____
Date _____

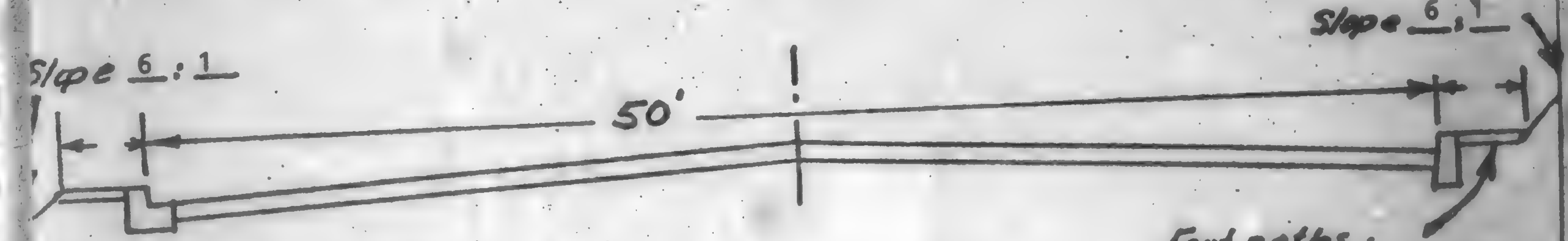
TYPICAL SECTION



Surface Type:
Asph. Conc. X
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run X
Crushed Stone X
Asph. Treated ___
Cement Treated ___

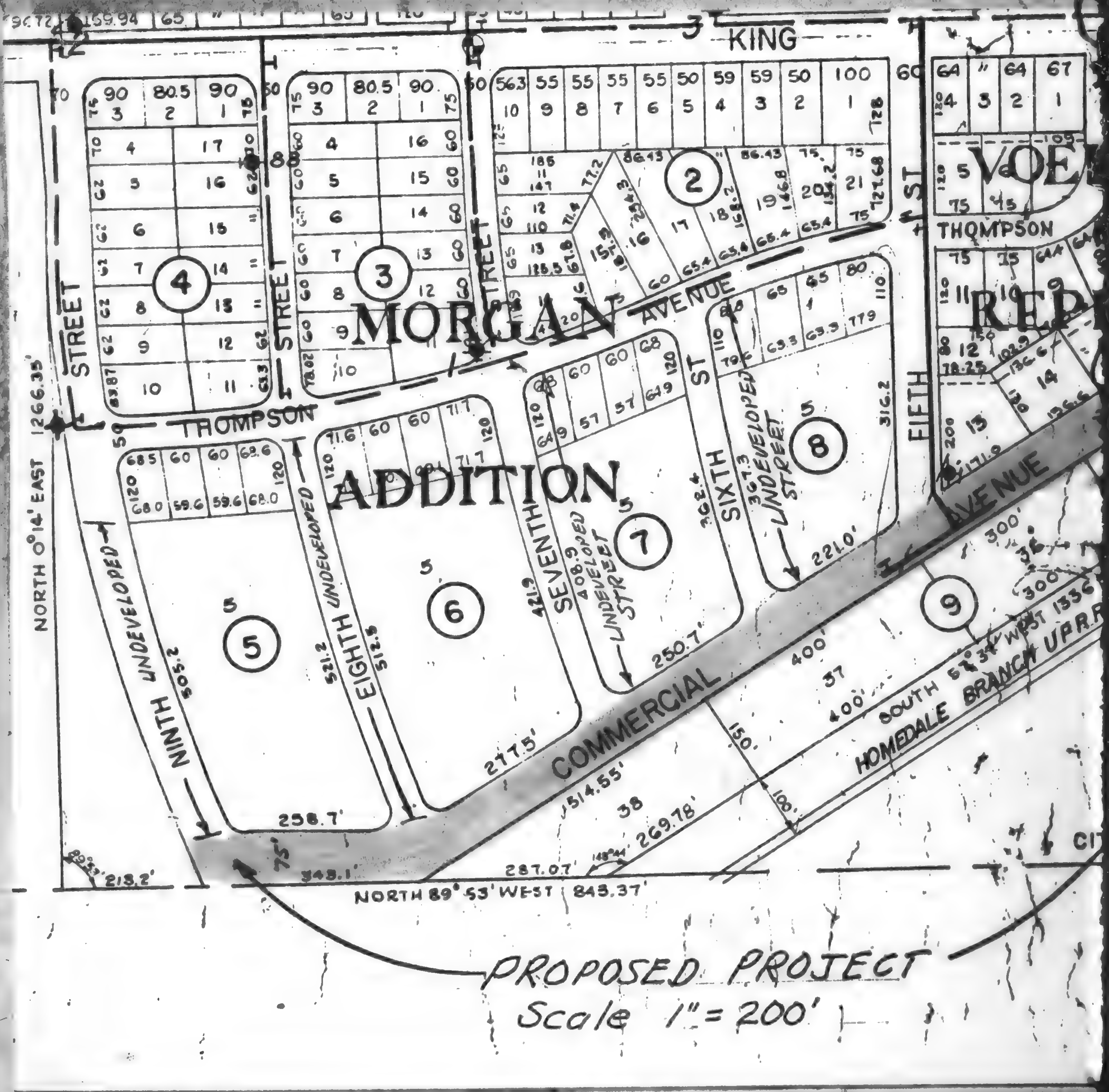


Foot paths:
Asph. Conc. ___
Gravel X

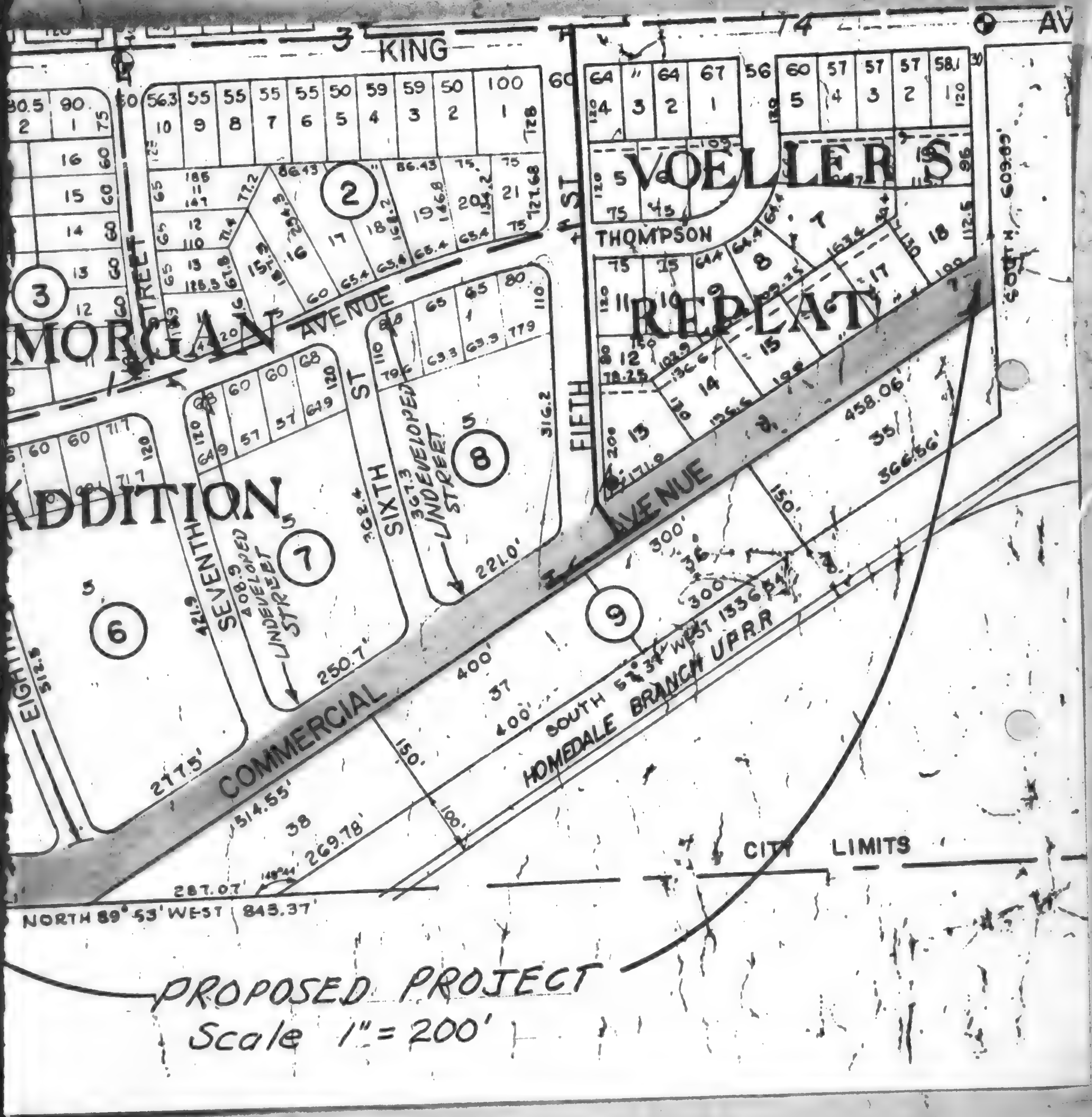
No. of Lanes 2
Lane Width 12
*Shoulder Width 13 or Shy Dist. from Curb ___
Median Width 0
Total Width between Curbs 50'

Curbs:
Type "C" ___
Curb & Gutter X
Other ___

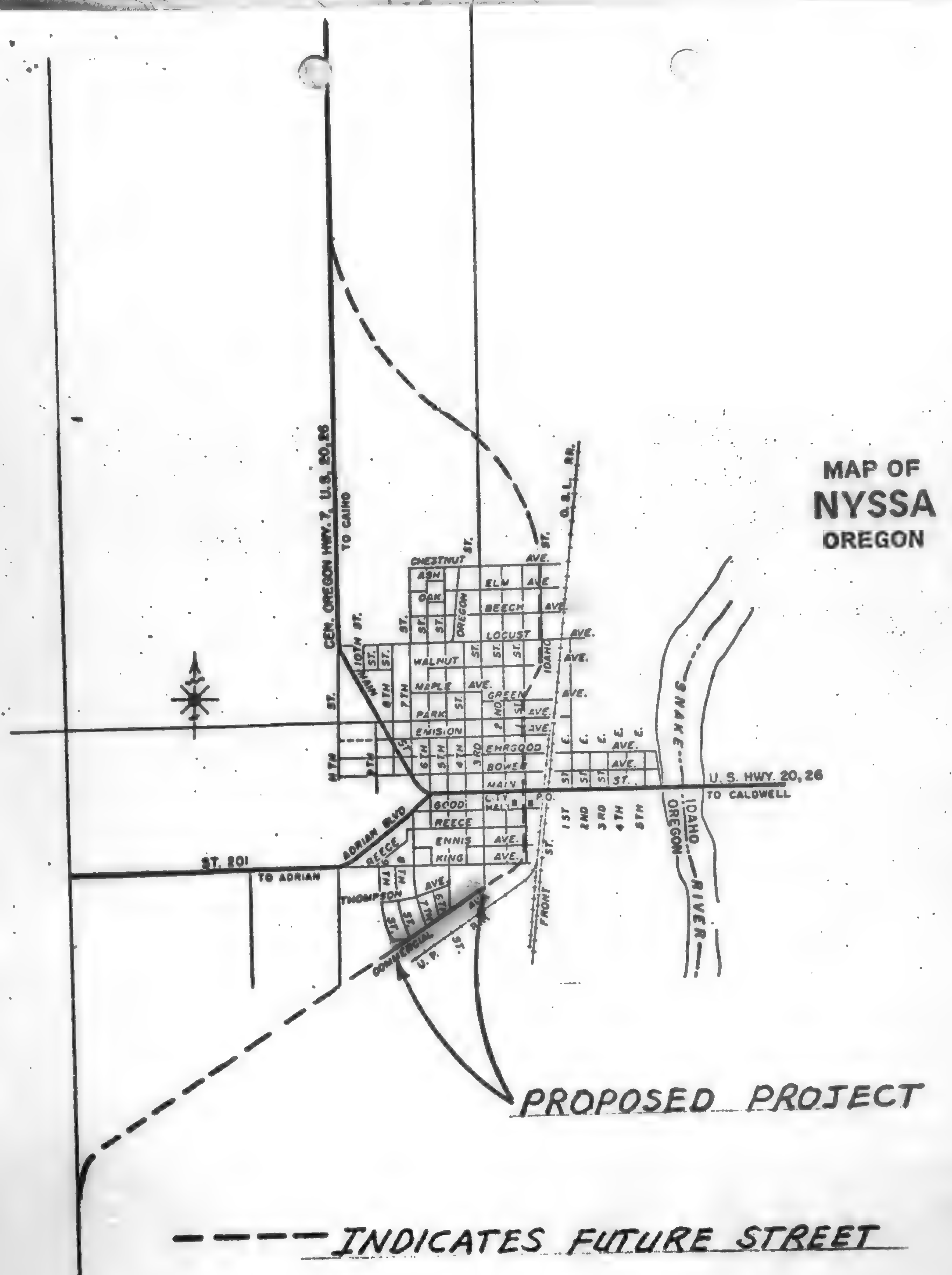
*Provides on-street parking and allows future conversion to 4 lane street.



PROPOSED PROJECT
Scale 1" = 200'



PROPOSED PROJECT
Scale 1" = 200'



MAP OF
NYSSA
OREGON

PROPOSED PROJECT

- - - - - INDICATES FUTURE STREET

Off system
Nyssa

OREGON STATE
HIGHWAY DIVISION

Region 5 Unit

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 6, 1975

Mr. Henry Schneider
City Manager
City of Nyssa
14 South 3rd Street
Nyssa, Oregon 97913

Dear Mr. Schneider:

Pursuant to your letter of June 4, 1975, I enclose a copy of a letter written by Mr. Klaboe, Administrator and State Highway Engineer, concerning the Off-System Roads Program. Also enclosed is a copy of a letter written by this office, Project Application, Environmental Assessment, example of Consultant Agreement, and Order for Force Work.

In compliance with your request, all future correspondence requiring City action and which originates from this office shall be addressed to the City Manager with a copy of the transmittal letter sent to the Mayor. By copy of this letter, I am asking our various sections in Salem to do the same.

Thank you for your interest.

Sincerely,

W. E. Schwartz
Regional Engineer

By

R C Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:sh
Enclosures

cc F. B. Klaboe w/attachment
Project Management Section w/attachment
County-City Section w/attachment

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

JUN - 9 1975

City of Nyssa — *The Sugar City*

Nyssa, Oregon
97913

NYSSA CITY HALL
14 SOUTH THIRD ST.

4 June 1975

☐ RE ☐ RCE ☐ RRE ☐ R[illegible]
☐ ROE JUN 6 1975 L
☐ RECEIVED ☐
[illegible]

Subject: Addressee for Communication

To: Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Request the undersigned be forwarded a copy of Mr. Klabois letter of 30 May 1975, concerning off-system road programs.

Further request that future correspondence for city action be addressed to the City Manager. Our Mayor is not a full time official and the council meets only once a month. This causes a considerable time lag and often results in misplacement of correspondence.

Your consideration in this matter is solicited.

H Schneider
Henry Schneider
City Manager

bjh

Nyssa SCA-76

City of Nyssa The Sugar City

Nyssa, Oregon
97913

NYSSA CITY HALL
14 SOUTH THIRD ST.

13 March 1975

George N. Hopkins
Project Development Engineer
Room 203 State Highway Building
Salem, Oregon 97310

Gentlemen:

The City of Nyssa is interested in applying for State Highway assistance under the provisions of ORS 366.800 and 366.805.

Remaining construction costs will be provided through a local improvement district.

Request a construction estimate be given so that funds may be programmed.

Attached is the city's resolution of intent, an area map and a completed state project survey form.

Henry Schneider
City Manager

Attachment: State Survey

RECEIVED
COUNTY & CITY SECTION
MAR 17 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
■ HDE ☐ CE ☑ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ELGIN FR		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY MAR 17 1975		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

REMARKS:

867:0

RESOLUTION NO. 293

3-11-75

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and 00/100 ($250,000.00) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Nyssa is an incorporated city of the State of Oregon and has a population of 2,735, as given by the latest official census; and

WHEREAS, the following streets of said City, Commercial Avenue, between South 5th Street and South 9th Street, are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic, and

WHEREAS, said streets are, and each of them is in need of repair, reconditioning, and other major improvements,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said City are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state

RESOLUTION NO. 293

3-11-75

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and 00/100 ($250,000.00) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Nyssa is an incorporated city of the State of Oregon and has a population of 2,735, as given by the latest official census; and

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WHEREAS, said streets are, and each of them is in need of repair, reconditioning, and other major improvements,

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2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state

highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Nyssa does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said City may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Henry Schneider, as the official representative of the City in all negotiations resulting from this request.

Passed and adopted by the City Council of the City of Nyssa, Malheur County, Oregon, on this 11th day of March, 1975, by the following vote:

AYES *Mayor Don Oldemeyer, Councilmen George Coffman, Cecil Morrison, Dick Butcher, George Patterson and Marion Tracy*

NAYES *None*

ABSENT *None*

Approved by the Mayor of the City of Nyssa, Oregon, this 11 day of March, 1975.

Donald L. Oldemeyer
Mayor

ATTEST:

Recorder

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Nyssa at a regular or special meeting of said Council, held on the 11th day of March, 1975, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11 day of March, 1975.

City Recorder

4. That the City of Nyssa does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said City may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Henry Schneider, as the official representative of the City in all negotiations resulting from this request.

Passed and adopted by the City Council of the City of Nyssa, Malheur County, Oregon, on this 11th day of March, 1975, by the following vote:

AYES *Mayor Don Oldemeyer, Councilmen George Coffman, Cecil Morrison, Dick Butcher, George Patterson and Marion Tracy*

NAYES *None*

ABSENT *None*

Approved by the Mayor of the City of Nyssa, Oregon, this 11 day of March, 1975.

Donald L. Oldemeyer
Mayor

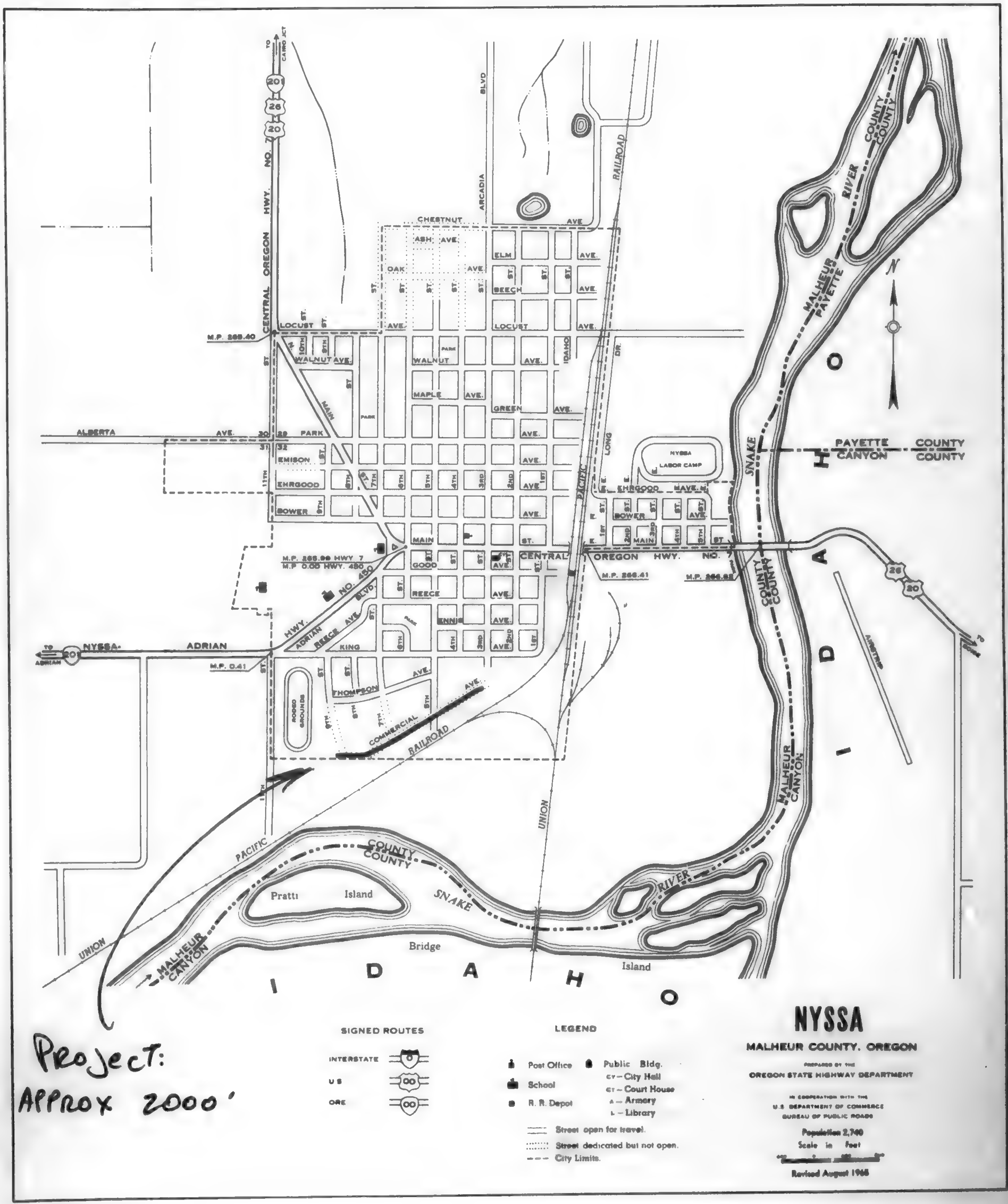
ATTEST:

Recorder

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Nyssa at a regular or special meeting of said Council, held on the 11th day of March, 1975, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11 day of March, 1975.

City Recorder



NYSSA

MALHEUR COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,740

Scale in Feet

Revised August 1965

Project:
Approx 2000'

8676

Nyssa
SCA-76

City of Nyssa — The Sugar City

Nyssa, Oregon
97913

NYSSA CITY HALL
14 SOUTH THIRD ST.

29 January 1975

Forms Sent
1/30/75 - SR

Mr. George N. Hopkins,
Project Development Engineer
State Highway Building
Salem, Oregon 97310

Gentlemen:

Reference construction of streets in cities under five thousand population as outlined in your letter of 16 January 1975. Request an application be forwarded to this City:

City of Nyssa
14 South 3rd. Street
Nyssa, Oregon 97913

Henry Schneider, City Manager

HS:BW

RECEIVED
COUNTY & CITY SECTION
JAN 30 1975
☒ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UT ☐ CP ☐ RE ☐ RPC ☐

RECEIVED
JAN 31 1975
PROJECT MANAGEMENT SECTION

8677 Pudding River Br. Sec. of 1978
FAS Rt. A585 (Nusom Rd.)
(Grading, paving & structure)

C&Q 5875 12-2-76
C&Q 6273 8-8-77

8677

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1150

HIGHWAY DIVISION INVOICE

NO. 128245

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-18-80	CC 2024	

CREDIT DISTRIBUTION

524-1028-297	235.67
524-2518-297	65.08

#8677

MARIONC

Marion County Board of Commissioners
Courthouse
Salem, OR 97301
Attn: Mr. John Anderson, Director of Public Works

MAKE CHECKS PAYABLE TO THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Pudding River (Nussom) Bridge FAS-A585			
Project No. RS-A585 (1)			
County Share of Project Costs			$21,000.75
County Advance Deposit			20,700.00
AMOUNT DUE			$ 300.75
FINAL			

8677

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-10-80	CC 2024		524 - 1028 - 297

BILL TO: Code:

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301
Attn: Mr. John Anderson, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Pudding River (Nussom) Bridge FAS-A585			
Project No. RS-A585 (1)			
County Share of Project Costs			$21,000.75
County Advance Deposit			20,700.00
			$ 300.75
(Please send copy of the itemized statement with billing)			

Advance Deposit Amount	$20,700.00
Advance Deposit Previously Transferred to Highway Fund	$15,700.00
Balance	$ 5,000.00
Transfer to Highway Fund	$ 5,000.00
Refund Due	$ - - -

Amount Due $300.75

Submitted by:
Harold Reynoldson
Harold Reynoldson

Partial or final request for billing FINAL

Approved:
D. E. Swan
D. E. Swan

Number of the previous request in connection with this service. CC 1832, AD 376

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 1-10-80

County Marion **Contract No.** 8677 **Date Completed** 9-27-78

FAS A585 **Section** Pudding River (Nussom) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Right-of-Way Costs	(Federal Participation)	$ 916.60
Grading Costs		$ 55,898.33
Structure Costs		204,285.65
Construction Engineering		31,600.03
Equal Opportunity		254.17
TOTAL		$292,954.78
Construction Engineering	(Non Participation)	$ 404.92
Liquidated Damages		- 3.00
		$ 401.92

Federal Funds Collected	
Right-of-way	$ 786.44
Construction	250,568.76
	$251,355.20

By the agreement the County's share of project costs are:

1/2 ($292,954.78 - $251,355.20 + $401.92) = $21,000.75

County's Share of project Costs	$21,000.75
County Advance Deposit	20,700.00
AMOUNT YET DUE STATE	$ 300.75

Reference: Billing Form CC 2024

GINAL

S. DEPARTMENT OF TRANSPORTATION
EDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

12-17-79

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-A585(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-11-77 To: 7-16-79

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
PE	22,213.35	22,193.35	85.8%	19,041.89	19,041.29	
ROW	916.60	916.60	85.8%	786.44	786.44	
CON	292.440.10	292,038.18	85.8%	250,568.76	250,568.76	
	315,570.05	315,148.13	85.8%	270,397.09	270,397.09	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ *Authorized Officer* 12-17-79 *Date*

V. E. Skoog, Controller

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Pudding River (Missoura) Br
FAS A585

Amount submitted $ -0-

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEME F COSTS INCURRED UNDER PROJECT AGREE T

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	PUDDING RIVER BRIDGE (Nusam Road) Marion County					
	Type Code PE Preliminary Engineering					
	State	All Required			22,193.35	state
	Type Code ROW Right of Way	All Required			800.00	
	Acquisition Expanse	All Required			116.60	
	Total Participating ROW				916.60	
	Construction Type Code 6201 Roadway (Sta. 84+50 to 87+50)(Sta. 90+60 to 93+00)					
	Final Contract Payment Summary	Lump Sum			55,844.24	
	SFO#1 Permanent Striping	All Required			54.09	
	Subtotal				55,898.33	
	Type Code X021 Structure Br. #5379A (Sta. 87+50 to 90+60)					
	Final Contract Payment Summary	Lump Sum			204,285.65	
	Total Participating Construction				260,183.98	
	Construction Engineering					
	State	All Required			31,897.03	
	Liquidated Damages	Lump Sum			(297.00)	
	Total Participating CE				31,600.03	
	Miscl Project Costs					
	Equal Opportunity Program Exp.	All Required			254.17	
	Total Participating Cost				315,148.13	
	Nonparticipating Items					
	Preliminary Engineering	All Required			20.00	state
	Construction Engineering	All Required			404.92	
	Liquidated Damages	Lump Sum			(3.00)	
	Total Nonparticipating Cost				421.92	
	TOTAL COST				315,570.05	
	Prepared Based on Participating Costs as shown on Federal Billing as of 11-30-79.					
	AMOUNT CARRIED FORWARD					

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-16-79

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-A585(1)	2. COUNTY Marion	3. STATE Oregon 24 8677

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project provided for the replacement of an old bridge including roadbed embankment, aggregate base, paving, and guardrail. The new structure, with a roadway width of 32 feet and length of 196 feet, was constructed over the Pudding River on Nusom Road approximately 26 miles southerly of the town of Mt. Angel. The work was performed on the "Pudding River Bridge" Section of FAS Route A585 and was completed September 27, 1978.

5. CONTRACTOR'S NAME Wilber Peterson & Sons, Inc.	6. CONTRACT AMOUNT $ 258,169.70

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
JUL 18 '79
7-19
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 36 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.102	[illegible]' 32'	X021	0.059

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY William H. Kappus, Area Engr.	11. DATE OF INSPECTION 10/17/78

12. IN COMPANY WITH
Art Gottfried OSHD and Aramis Lopez FHWA

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE William H. Kappus		16. SIGNATURE G K Hossner	
14. TITLE Area Engineer	15. DATE 7/12/79	17. TITLE Field Operations Engr	18. DATE 7/16/79

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8677

December 22, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $660.20 will be made to Wilber Peterson & Sons, Inc., on Contract No. 8677 for work on the Pudding River Bridge Section of FAS A583 in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $239,829.89 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Wilber Peterson & Sons, Inc.
35573 Zephyr Way
Pleasant Hill, OR 97401

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

1677

D

December 15, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 14, 1978, we wrote to you concerning release of final payment on Contract No. 8677 awarded to Wilber Peterson & Sons, Inc., for work on the Pudding River Bridge Section of FAS A585 in Marion County.

Final payment on this contract is $8,300 and the total contract amount is $259,169.69. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Wilber Peterson & Sons, Inc.
35573 Zephyr Way
Pleasant Hill, OR 97401

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8677

December 8, 1978

Wilber Paterson & Sons, Inc.
35573 Zephyr Way
Pleasant Hill, OR 97401

Gentlemen:

Time Extension Request, Contract No. 8677
Pudding River (Nusom Road) Bridge
Marion County, FAP No. RS-A585(1)

Your request for an increase of 38 calendar days in which to complete your contract on this project has been given careful consideration and review.

An extension of 33 calendar days is hereby granted for delays resulting from the wet grou[illegible] conditions. This will leave three days liquidated damage[illegible]ect on this contract due to late completion of structure work.

Sincerely,

H. S. Coulter
State Highway Engineer

ORJ:DA:fr ia

bc FHWA
C. T. Keasey
C. O. Fredrickson
Robert Church
Art Gottfried
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 6, 1978

FILE: CON 5 #8677

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Pudding River (Nusom Road)
Bridge
Marion County
Contract No. 8677

The contractor on the subject project, Wilber Peterson & Sons, Inc., has requested a 38 calendar day increase in which to complete his contract. Unseasonal rain which prevented the completion of the contract work is the basis for this request. Pertinent dates are:

Time count began	3- 1-78
Work commenced	3-30-78
Time expired	8-22-78
Contract completed	9-27-78
Excess time used	36 calendar days

The contractor claims that from August 12, 1978 until September 29, 1978 unseasonal rains and resulting wet ground conditions prevented the grading, surfacing and related guardrail work from being completed. Records show that it rained 23 days in this 41-day period which is abnormal for this time of year. The surfacing subcontractor was scheduled to begin work August 15, 1978 on the base rock and paving items, but was prohibited from starting for an extended period of time due to wet weather.

All significant structure work was completed August 25, 1978, three days after time expired. The surfacing work could not commence until September 21, 1978 as the wet weather persisted. It would have been detrimental to the project to perform this work prior to this time because of the wet conditions. Work was completed September 27, 1978.

Had weather permitted, the minor surfacing work could have been completed before contract time expired. The contractor should be granted the time after August 25, as the project would have been completed by this time had it not been for the weather and resultant wet ground conditions.

It is recommended that the contractor be granted a 33 calendar day time extension. There will remain three days liquidated damages charged to the contractor.

This is a Rural Secondary Project and will not require FHWA approval.

A rough draft letter to the contractor is attached.

OBJ:DA:fr
Att.
cc: Ted Litchfield
Art Gottfried

RECEIVED
STATE HWY ENGR
DEC -7 '78
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OCT 02 1978
OFFICE of RESIDENT ENGINEER

Contractors Request
for
Increase in Number of Calender [redacted]
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 29, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of Calender ~~workdays~~ from 175 days to 213 days, within which to complete our Contract No. 8677, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: From August 12, 1978 to September 29, 1978 we were prevented from completing work on contract bid items Nos. 009, 010, 012,013, 014, 015 because of unseasonal rain and resulting wet ground conditions. During the period between August 12 and September 29 it rained so often that the ground didn't have a chance to dry out enough to complete the work.

Respectfully submitted,

Wilber Peterson & Sons, Inc.
Contractor

By Neil Peterson
Neil Peterson, President

CONSENT OF SURETY

Date SEPTEMBER 29, 1978

We, UNITED PACIFIC INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Edith B. Durkoop
Attorney-in-fact Edith B. Durkoop

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of CALENDAR Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8677 Contractor Wilber Peterson & Sons, Inc.

Highway FAS A585

Section Pudding River Bridge

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

A 33 calendar day extension is granted for delay resulting from wet ground conditions.

Recommended for Approval:
I concur with Resident Engineer's request to add 33 calendar workdays.

Asst Regional Engineer

For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8677
Project designation Federal RS-A585(1)
State-Federal
Date awarded Feb. 9, 1978
Work started March 30, 1978
Per cent completed [redacted] 100% 9-27-78
Date
No. of CALENDAR Workdays Allowed 175
No. of CALENDAR Workdays Used 211
No. of Added CALENDAR Workdays Requested 33

SP*87985-734

FAS A585

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
November 21, 1978

Duane O. Christensen
Final Design Engineer

Art Gottfried
Resident Engineer

Pudding River Bridge
[redacted] (Nusom Road)
Marion County
Contract #8677

The Construction Engineer's Narrative Report has been reviewed by this office and problems of design have been noted.

The experience gained from this project will be considered in the design of future projects.

LKW:ab
cc: C. T. Keasey
C. O. Fredrickson
Jack Sullivan

RESIDENT ENGINEER'S NARRATIVE REPORT
PUDDING RIVER BRIDGE (NUSOM ROAD)
FAS A585 HIGHWAY
MARION COUNTY
CONTRACT NO. 8677
PREFIX NO. 524-1028

REFERRED TO
Beard Staudenmayer
Cole Sample ✓
Eriksen Watson
Hagen Lau
Dorn
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Prepare letter of acknowledgement. Thanks.

Versteeg
1 Christensen
George
Olson
Terpin
Sullivan Copy
Scott
Anderson

RECEIVED
NOV 17 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

The work done under this contract consisted of the following work on the Pudding River Bridge section of FAS route A585 in Marion County:

1. Construction of roadbed embankment, aggregate base and asphaltic concrete pavement.
2. Construction of bridge No. 5379A over Pudding River. Length: 196 ft.; Roadway Width: 32ft.
3. Performed additional and incidental work as called for by the plans and specifications.

This was a "Federal-Aid Secondary Road Plan Project" and was constructed in accordance with the Federal Regulations applying to this class of project.

The contract was awarded to Wilber Peterson & Sons, Inc. of Pleasant Hill, Oregon on February 9, 1978, for the sum of $258,169.70. The total original contract authorization was $295,292.61. The contractor started work on April 3, 1978 and completed the job on September 27, 1976. The contractor was allowed 175 calendar workdays and completed the job in 211 calendar workdays. However, he has submitted a request for extension of time.

During the life of the contract several changes were requested that resulted in the following Price Agreements and State Force Order:

Price Agreement No. 1 - This $184.00 Price Agreement is for furnishing and placing reinforcing for bents 1 and 3 grout pads the same as shown for bent 2 grout pad.

Price Agreement No. 2 - This $811.30 Price Agreement is for excavating unstable material below subgrade, backfilling with base rock and compacting. This was required to meet the compaction requirements for the subgrade.

State Force Order No. 1 - This $500.00 State Force Order is for permanent pavement striping.

The following is a brief outline of all the bid items and the problems we had.

Bid Item No. 1 - Mobilization: No problem with this item.

Bid Item No. 2 - Temporary Protection and Direction of Traffic: The location of the roads in this area made it possible to close the road and detour the traffic with no problems.

Bid Item No. 3 - Temporary Signs: No problems with this item. The traffic people did a good job with the signing.

Bid Item No. 4 - Temporary Continuous Rail: No problems with this item.

Bid Item No. 5 - Flagmen: The road was closed so no flagmen were used on this project.

ROADWORK

Bid Item No. 6 - Clearing and Grubbing: No problems with this item.

Bid Item No. 7 - Embankment In Place: The contractor elected to use dirty quarry rock for the embankment and was able to do the work during April. He used a sheeps foot roller and did a very good job compacting the fill. We were unable to take a compaction test because the fill was too rocky.

Bid Item No. 8 - Toe Trench Excavation: No problems with this item.

Bid Item No. 9 - 1"-0 Aggregate: This material was accepted on a small quantity basis. For qualification we used lab report no. 75-11397 from contract No. 8176 and field test data run by River Bend from 5-22-77 to 8-5-77. A Raygo Roller model 350 with a static Weight of 17,000 lbs. and a dynamic force of 23,000 lbs. was used to compact the material. As specified in section 304.34 of the Special Provisions, the surface of each layer of base was compacted until there was no appreciable reaction or yielding under the roller.

Bid Item No. 10 - Class "B" Asphalt Concrete: As specified in the Special Provisions, the asphalt concrete for this project was a well-graded, uniform, durable commercial mix with an asphalt content of not less than 6%. This material was accepted on a small quantity basis. It was placed and compacted in accordance with section 403.44 of the Special Provisions.

Bid Item No. 11 - 12-inch Culvert Pipe: No problems with this item. The material was accepted on manufacturer's certification.

Bid Items No. 12 Thru 15 - Type 2A & 3 Guardrail, Anchor Posts And Rail End Pieces: No problem with these items. The guardrail was installed in conformance with section 606 of the Standard Specifications and all material was accepted on the basis of lab report No. 78-4621 and the manufacturer's certifications and lab report No. 78-4621.

Bid Item No. 16 - Loose Rip Rap: No problem with this item. The riprap was accepted on the basis of lab report No. 78-4492 and was placed in accordance with section 620.32 of the Special Provisions.

Bid Item No. 17 - Bridge Removal Work: No problem with this item. The timber approach was removed a span at a time. Each span was cut in eight foot widths an a farmer hauled them away. The steel truss was salvaged by the contractor and hauled to his material yard.

Bid Item No. 18 - Shoring & Gribbing: The river was at low water stage when bent two was excavated and the contractor was able to use a glory hole instead of a coffer dam or shoring & gribbing. The contractor drove the piling and set his footing forms. However, the glory hole was seeping water and he was unable to clean the mud from the bottom of the hole. To solve this problem he excavated several inches below plan elevation and poured a slab approximately four inches thick to seal off the mud (at his own expense). This left us a clean hole and the water could be pumped out with no problems.

Bid Item No. 19 - Structural Excavation: See item No. 18.

Bid Item No. 20 - Structural Excavation Below Elevations Shown: None required. See bid item No. 18.

Bid Items No. 21 Thru 23 - Furnish Pile Driving Equipment, Steel Piling & Drive Steel Piling: The contractor used a Delmag D-12 Diesel Hammer and drove the piling to 70 tons bearing with a tip elevation of approximately 110.00 at all three bents. The piling were accepted on the basis of lab reports No. 78-3930 and 78-5499.

Bid Item No. 24 - Structural Concrete Class 3300: No problems with this item. Concrete cylinders were made for the pile caps, columns, T-beams, diaphram beams, GM rail and impact panels with no failing tests.

Bid Item No. 25 - Structural Concrete Class 4500: There is one design problem that should be looked into, because the deck has developed a transverse crack over bent 2. This is a two span bridge that is fixed at both ends and the center bent is pinned and setting on 1-inch elastomeric bearing pads. This allows movement for the beams but the deck is rigid and has no provision for expansion. Extra reinforcing has been placed in the deck over bent 2 so there should be no structural problems. This bridge is on a 3.2% grade and will need sanding in snowy or icy weather. If salts are used, we will have a potential broblem with corrosion on the deck reinforcement.

Bid Item No. 26 & 27 - Prestressed Beams: The prestressed beams were made at Morse Bros. and they were nice looking beams. The contractor used a beam launcher to set the beams over the river. This method worked very well and the beams were placed without incident.

Bid Item No. 28 & 29 - Reinforcement: The fabricator made several errors on the length of the stirrups in the diaphragm beams and the end beams. It would help if the designer would show a few more dimensions.

Bid Item No. 30 - 8-inch Culvert Pipe: No problems with this item.

STATEMENT OF OVERRUNS AND UNDERRUNS
PUDDING RIVER BRIDGE
FAS A585 (NUSOM ROAD)
MARION COUNTY
CONTRACT NO. 8677

Bid Item No.	Item	Original Quantity	Final Quantity	% + or -
1	Mobilization	Lump Sum	Lump Sum	0
2	Temporary Protection & Direction of Traffic	Lump Sum	Lump Sum	0
3	Temporary Signs	135 Sq. Ft.	135 Sq. Ft.	0
4	Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin. Ft.	50 Lin. Ft.	0
5	Flagmen	40 Hours	None Required	-100%
6	Clearing & Grubbing	Lump Sum	Lump Sum	0
7	Embankment In Place Remarks: The reduction in embankment is due to the increase in the amount of toe trench excavation and rip rap. See bid items No. 8 and 16.	2070 Cu. Yds.	1647 Cu. Yds.	-20%
8	Toe Trench Excavation Remarks: The increase in toe trench excavation is due to increase in the amount of rip rap. See bid item No. 16. The additional excavation was placed in the embankment reducing the embankment final quantity.	280 Cu. Yds.	369.8 Cu. Yds.	+32%
9	1"-0 Aggregate Base Remarks: The increase in base rock was due to a final grade change. Weather conditions would not allow additional embankment material to be placed.	625 Cu. Yds.	834 Cu. Yds.	+33%
10	Class "B" Asphalt Concrete	425 Tons	448.2 Tons	+5%
11	12-inch Culvert Pipe	60 Lin. Ft.	60 Lin. Ft.	0
12	Guardrail Type 2A	300 Lin. Ft.	300 Lin. Ft.	0
13	Guardrail, Type 3	100 Lin. Ft.	100 Lin. Ft.	0
14	Guardrail Anchors, Type 1	4 Each	4 Each	0
15	Rail End Pieces, Type C	4 Each	4 Each	0

16	Loose Rip Rap Class 100	630 Cu. Yds.	833.7 Cu. Yds.	+32%
	Remarks: Original plan showed rip rap under the bridge only. This was changed to place rip rap along entire embankment. Apparently this was not included in estimate quantities.			
17	Bridge Removal Work	Lump Sum	Lump Sum	0
18	Shoring, Cribbing Etc.	Lump Sum	Lump Sum	0
19	Structure Excavation	240 Cu. Yds.	204.5 Cu. Yds.	-15%
	Remarks: All required.			
20	Structure Excavation Below Elevations Shown	20 Cu. Yds.	None Required	-100%
21	Furnish Pile Driving Equipment	Lump Sum	Lump Sum	0
22	Furnish HP 10 x 42 Steel Piling	1354 Lin. Ft.	1121 Lin. Ft.	-17%
	Remarks: This was all that was required.			
23	Drive Steel Piles	1354 Lin. Ft.	1123 Lin. Ft.	-17%
	Remarks: This was all that was required.			
24	Structural Concrete, Class 3300	Lump Sum	Lump Sum	0
25	Structural Concrete, Class 4500	Lump Sum	Lump Sum	0
26	95'/100' Type IV Prestressed Beams	5 Each	5 Each	0
27	100'/105' Type IV Prestressed Beams	5 Each	5 Each	0
28	Reinforcement	Lump Sum	Lump Sum	0
29	Reinforced Concrete Bridge End Panels	149 Sq. Yds.	143.8 Sq. Yds.	-3%
30	8-inch Culvert Pipe	50 Lin. Ft.	48 Lin. Ft.	-4%
. #1	Furnish and Place Reinforcing for Bents 1 and 3 Grout Pads	400 lbs.	400 lbs.	0
. # 2	Subexcavate & Backfill	Lump Sum	Lump Sum	0

#8677

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

Robert Burco

October 12, 1978

Klaboe

Mr. Art Gottfried
Resident Engineer
Oregon State Highway Department
P.O. Box 14030
Salem, Oregon 97310

Dear Art:

The Marion County Department of Public Works has inspected the recently constructed bridge across the Pudding River on County Road 634, Nusom Road N.E. We have found no deficiencies in its construction. Therefore, please let this letter serve as notice that Marion County will henceforth accept maintenance of this bridge.

It has been a pleasure working on this project with you. Upon reviewing our files, I noticed it was just 18 months ago that we made the initial application. In that time the funding approvals were obtained, the site surveyed, and the bridge designed, bid, and constructed. Quite an admirable feat. You and your co-workers at the State deserve 90% of the credit for the expeditious effort.

Very truly yours,

John A. Anderson
Director of Public Works

Robert J. Hansen
Assistant Director

RJH:lk

cc: Robert Burco, ODOT ✓
Forrest Jones
Board of Commissioners

cy
Carter
Hunter
10-19

RECEIVED
DOT OPERATIONS
OCT 18 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
OCT 18 1978
OFFICE
DIRECTOR of TRANSPORTATION

#8677

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pudding River Bridge (Nusom Road)

WEEK ENDING: October 7, 1978

SECTION PREFIX: 524-1028

HIGHWAY: FAS A585

COUNTY: Marion

NAME OF JOB: Pudding River Bridge (Nusom Road)

KIND OF WORK: Grading, Paving, and Structure

CONTRACTOR: Wilber Peterson & Sons., Inc.

CONTRACT NUMBER: 8677

FEDERAL AID PROJECT NUMBER: RS-A585(1)

DATE OF CONTRACT: 2/9/78

DATE WORK STARTED: 3/30/78

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS Work 175

WORK DAYS USED
CALENDAR DAYS USED Work 211

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 121

PROJECT AUTHORIZATION: $295,292.61

EXCLUSIVE OF ENGINEERING: $271,877.84

ENGINEERING AUTHORIZATION: $23,415.27

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $258,548.75

ENGINEERING COST TO DATE: $25,764.18

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . 0 %

PERCENT OF AUTHORIZATION . . . . . . 110 %

DATE PROJECT WAS COMPLETED: 9/27/78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					.12
MILES PARTIALLY COMPLETED					.12
MILES COMPLETED					.12
TOTAL ESTIMATED QUANTITIES (CONTRACT)					425 Tons
TOTAL QUANTITIES CORRECTED TO DATE					448 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					448 Tons
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	5379A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1	Clear Warm			
MONDAY 2	Foggy Clrg Warm			
TUESDAY 3	Clear Warm			
WEDNESDAY 4	Clear Warm			
THURSDAY 5	Clear Warm			
FRIDAY 6	Clear Warm			
SATURDAY 7				

RECEIVED
OCT 9 1978
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No Activity.
MONDAY 2	General Cleanup.
TUESDAY 3	General Cleanup.
WEDNESDAY 4	General Cleanup.
THURSDAY 5	General Cleanup.
FRIDAY 6	No Activity.
SATURDAY 7	No Activity.

REMARKS

Project complete. A Final Inspection is scheduled for Tuesday October 10, 1978.

SIGNED
Art Gottfried

LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8677

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Marion County
Bd. of Comm.
Courthouse

Salem, OR 97301

Attention of
Mr. John Anderson
Dir. of Pub. Wks.

Request No. (assigned by staff engineer or head of section) CC1832

Date May 31, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance deposit Construction $20,700.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$5,000.00	
		To be transferred to State Hwy. funds for the construction of the Pudding River (Nuson Road) Br. FAS A585(1)		$15,700.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 20,700.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
524-1028-297

Submitted by:
Harold Reynoldson

Approved:
Regional Engineer

Approved:
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8671

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinns
C. O. Fredrickson
Art Gottfried

March 10, 1978

Wilber Petersen & Sons, Inc.
35373 Zephyr Way
Pleasant Hill, OR 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8677 for work on the Pudding River Bridge Section of FAS A585 in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

AC 503 746-3177

WILBER PETERSON & SONS, INC.
35573 Zephyr Way
Pleasant Hill, Oregon 97401

February 21, 1978

Fran

Mr. C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

#8677

Re: Pudding River Bridge Section FAS A585, Marion County.

Dear Mr. Head,

In confirmation of our telephone conversation today concerning the contract documents for the referenced project we offer the following statement.

We have received two copies of the contract, for the referenced project, for corporation officers signatures and completion of the performance bond.

We have had the performance bond completed by our bonding company, United Pacific Insurance Company; but, because a second corporation officer, namely the corporation secretary-treasurer, is absent from the State of Oregon, and is not expected to return until on or about March 1st, we cannot complete the contract documents with the signatures of two corporation officers at this time.

With your approval we will hold the contract documents until we have two coproration officers available for signatures, before returning the documents. As stated previously we expect this to be around the first of March.

Thank you for your consideration in this matter.

Sincerely yours,

Neil Peterson

Neil Peterson, President

NP/cr

NOTED
C. W. HEAD

RECEIVED
FEB 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AC 503 746-3177

WILBER PETERSON & SONS, INC.
25573 Zephyr Way
Pleasant Hill, Oregon 97401

March 1, 1978

Mr. C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Pudding River Bridge Section FAS A585, Marion County.

Dear Mr. Head,

Enclosed are the signed contract documents for the referenced project.

Sincerely yours,

Mrs. Beulah Crawford
Mrs. Beulah Crawford,
Secretary/Treasurer

NOTED
C. W. HEAD

RECEIVED
MAR 2 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8677

TATE COP

9

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-43		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER	3-6-78	Project Number RS-A585(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 4, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 24,500	$ 318,092
Federal funds	$ 21,020	$ 272,922
Other revisions		

This modification is made for the following reasons: To add right of way and the construction phases to the project costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of March, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon, February 7, 1978

Federal Aid Project
No. RS-A585(1)

Pudding River Bridge (Nusom Rd.)
County Road in Marion County

Project agreement estimate.

Type Code P.E. Preliminary Engineering	All Required		22,000.00 $ ~~23,000.00~~
Type Code ROW Right-of-Way	All Required		800.00

Type Code 6201
Roadway (Sta. 84+50 to Sta. 87+50)(Sta. 90+60 to Sta. 93+00)

Mobilization	All Required(20%)		$ 1,475.00
Temporary Protection and Direction of Traffic	All Required		1,500.00
Temporary Signs	135 Sq.Ft.	6.00	810.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin.Ft.	9.00	450.00
Flagmen	40 Hour	1.00	40.00
Clearing and Grubbing	All Required		800.00
Embankment in Place	2,070 Cu.Yd.	5.50	11,385.00
Toe Trench Excavation	280 Cu.Yd.	6.00	1,680.00
1"-0 Aggregate Base	625 Cu.Yd.	11.48	7,175.00
Class "B" Asphalt Concrete	425 Ton	23.00	9,775.00
12-inch Culvert Pipe	60 Lin.Ft.	13.00	780.00
Guard Rail, Type 2A	300 Lin.Ft.	10.80	3,240.00
Guard Rail, Type 3	100 Lin.Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	4 Each	260.00	1,040.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Loose Riprap, Class 100	630 Cu.Yd.	14.00	8,820.00
		Subtotal	$ 51,870.00
		Engineering	7,002.00
		Total	58,872.00

Type Code X021
Structure Br. #5379A (Sta. 87+50 to Sta. 90+60)

Mobilization	All Required (80%)	5,900.00
Bridge Removal Work	All Required	8,378.00
Shoring, Cribbing, Etc.	All Required	1,500.00

Structure Excavation	240 Cu.Yd.	9.00	2,160.00
Structure Excavation Below Elevation Shown	20 Cu.Yd.	1.00	20.00
Furnish Pile Driving Equipment	All Required		8,562.00
Furnish HP 10x42 Steel Piling	1,354 Lin.Ft.	8.55	11,576.70
Drive Steel Piles	1,354 Lin.Ft.	1.00	1,354.00
Structural Concrete, Class 3300 (225 Cu.Yd.)	All Required		39,375.00
Structural Concrete, Class 4500 (170 Cu.Yd.)	All Required		30,600.00
95'/100' Type IV Prestressed Beams	5 Each	7,065.20	35,326.00
100'/105' Type IV Prestressed Beams	5 Each	6,823.20	34,116.00
Reinforcement (72,100 lbs.)	All Required		18,746.00
Reinforced Concrete Bridge Ends Panels	149 Sq.Yd.	54.00	8,046.00
8-inch Culvert Pipe	50 Lin.Ft.	12.80	640.00
			$206,299.70

Anticipated Items

Temporary Erosion Control		$ 2,000.00
	Subtotal	$208,299.70
	Engineering	28,120.30
	Total	$236,420.00

Length of Roadway - - - - - - - - - - - -	0.102 mi.
Length of Structure - - - - - - - - - - -	0.059 mi.
Total	0.161 mi.

Cost of Roadway per Mile $

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary	$ 22,000	$ 18,876	$ 3,124	$ - -
Right of Way	800	686	57	57
Roadway	58,872	50,512	4,180	4,180
Structure	236,420	202,848	16,786	16,786
Total	$318,092	$272,922	$24,147	$21,023

Group 1 100%

Contract No. 8677

Prefix 524-1903

Prefix 524-1028

Prefix 524-2518

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-40	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-4-77	State OREGON County Marion Project No. RS-A585(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 2 mi. N.W. of Silverton

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1/11/77	0.1
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 24,500	$ 21,020

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator AUG 04 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

3-14

Oregon State Highway Division
Salem, Oregon July 28, 1977

Federal Aid Project
No. RS-A585(1)

PUDDING RIVER BRIDGE (NUSOM RD.) SECTION

COUNTY ROAD IN MARION COUNTY

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$24,500.00
	TOTAL	$24,500.00

Length of Project - - - - - - - - - - - - - - 0.1 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 24,500.00	$ 21,020.00	$ 3,480.00	$ -
Retain in PS&E Status				
Structure (Contract)	350,000.00	300,300.00	24,850.00	24,850.00
TOTAL	$374,500.00	$321,330.00	$28,330.00	$24,850.00

PREFIX: 524-1903 P.E.

8677

9

DDC C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Art Gottfried
Don Trout
SAIF
Fran

February 9, 1978

Wilber Peterson & Sons, Inc.
35573 Zephyr Way
Pleasant Hill, OR 97401

Gentlemen:

The Oregon Transportation Commission on January 30, 1978, accepted your proposal for work on the Pudding River Bridge Section of FAS A583 in Marion County for the sum of $238,169.70 and referred it to the State Highway Engineer with authority to award the contract when certain conditions are fulfilled.

Those conditions have been satisfied, and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8677.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8677

January 31, 1978

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

Attention Mr. John Anderson
Public Works Director

Gentlemen:

On January 26, 1978 a satisfactory bid was received from Wilber Peterson & Son, Inc., Pleasant Hill, OR 97401 for the Pudding River (Nuscm Road) Bridge Section, FAS A585.

The anticipated construction cost based on their bid is as follows:

Bid Items:	$258,169.70
Erosion Control	$ 2,000.00
4-1/2% Contingencies	11,707.64
9% Engineering	23,415.27
ESTIMATED TOTAL COST	$295,292.61

253,951

County's Advance Deposit:

7% of $295,292.61 = $20,670.48, or say $20,700.00.

Please make your check in the amount of $20,700.00 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, 205 E. Salem Hwy. Bldg., 2960 E. State Street, P. O. Box 14030, Salem, OR 97310, prior to February 17, 1978.

Very truly yours,

Gerald Wimer
Local Government Engineer

HR:ljt

bc w/att: Phil Stearns, Region 2: Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-376 and submit to Finance Branch.

8677

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 9, 1978

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 26, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 26, 1978 on the following projects:

1. Sandy WCL-Alder Creek
   Mt. Hood Highway
   Clackamas County

   Paving

   A Class III bikeway will be incorporated in this project.

2. Lewis & Clark River Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Youngs Bay Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Same as No. 2.

4. Coos River Highway Junction
   Oregon Coast Highway
   Coos County

   Traffic signals

   Same as No. 2.

5. Oregon Coast Highway at Cemetery Road (Millington)
   Oregon Coast Highway
   Coos County

   Grading and paving

   Five-foot sidewalks will be constructed throughout the project.

6. Oregon Coast Highway at 11th Street (Bandon)
   Oregon Coast Highway
   Coos County

   Traffic signals

   Same as No. 2.

7. Chetco Avenue at Center Street (Brookings)
   Oregon Coast Highway
   Curry County

   Traffic signals

   Same as No. 2.

8. Elbow Lake-Gardiner
   Oregon Coast Highway
   Douglas County

   Paving

   Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

9. Lincoln County Line-Heceta Head
   Oregon Coast Highway
   Lincoln and Lane Counties

   Paving

   Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

10. 9th Street-3rd Street (Nyssa)
    Commercial Street
    Malheur County

    Paving - 8-foot shoulder, parking provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

11. Pudding River Bridge
Nusom Road
Marion County

Grading, paving and structure. Grading and paving incidental to structure. 32-foot roadway provided.

Same as No. 10.

12. Burnside Bridge
City Street
Multnomah County

Deck surfacing

Same as No. 2.

13. Brownell Ditch-Hermiston Ditch
River Road
Umatilla County

Grading, paving and structure. Grading and paving incidental to structure. 40-foot roadway provided on structure.

Same as No. 10.

14. Elm Avenue- E Highland Avenue (Hermiston)
Umatilla-Stanfield Highway
Umatilla County

Traffic signals

Same as No. 2.

15. Warm Springs Jct-Willow Creek
Warm Springs Highway
Wasco County

Paving (overlay)

Same as No. 2.

16. Beaverton-Tigard Highway at Greenburg Road
Beaverton-Tigard Highway
Washington County

Traffic signals

Same as No. 2.

17. Bellvue-McMinnville
Salmon River Highway
Yamhill County

Grading, paving, structure and signing

Five-foot shoulders will be striped and signed as narrow, Class III bikeway.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8677 9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-4-78

FEDERAL AID PROJECT NO. R 585(1)

STATE PROJECT NO. See Below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70322

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-11-77	1-4-78	Secondary A585 County Road

GENERAL LOCATION:

"Pudding River Bridge (Nussom Road) Section"

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
XX☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 12-22-77 that provisions of FHPM 7-5-1 have been complied with, and you are authorized to advertise for bids.

Swan
1-23

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-4-78		for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8677

FAS A585

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/27/77

Donald L

______ Bid Letting ______ All Clear Deadline

SECTION PUDDING RIVER BRIDGE
Highway FAS-A585, Nussom Road
County Marion Region 2
Type of Work Str. Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	Significant problems covered by Permits
Write-off Letter	☒					

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands		☒	☒	☒	☒	
D.O.G.M.I.	☒					
Corps of Engineers		☒			☒	General Permit
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey		☒			☒	
Cultural Salvage	☒					

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒					

8677

[illegible]ON [illegible]
[illegible]
[illegible] Oregon [illegible]
[illegible]

12-19-77

RS-A585(1)
Pudding River (Nusom) Bridge
FAS A 585

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE FAE ☐ OPE ☐
DEC 20 1977
File: PM FA
TAA Reynolds LG OP

524

[illegible]

☐ [illegible]

B. [illegible] Right-of-Way

☑ 1. This project [illegible] of additional right-of-way purchased after [illegible] right-of-way, easements, or rights-of-entry [illegible] have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ [illegible] adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

[illegible] Salem, Oregon, this 19th day of December 1977

County of Marion

County Judge/Chairman

Pat McCarthy
Commissioner

Commissioner

Certified by

[illegible]

[illegible]
R/W File No.
[illegible]

6677

FAS A585

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 22, 1977

FROM: J. H. Versteeg
Engineering

TO: J. B. Boyd
Duane O. Christensen
Len Wallace

SUBJECT: Pudding River Bridge
FAS-A585
Nussom Road
Marion County

1 Versteeg
2 Christensen Doc
George
Olson
Terpin
3 Sullivan Copy
Scott
Savage

RECEIVED
DEC 0 1 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Bob Royer advised that the Pudding River Bridge on Nussom Road in Marion County has been closed to traffic. The County and Region 2 are very anxious to get this FAS-C project to contract.

Bruce Boyd advises that the right-of-way should be clear by mid December. Len Wallace advises that the contract plans are complete and Don Keyes has a 404 Permit clearance from the Corps of Engineers.

Based on the road closure and the right-of-way acquisition report this project should be moved on the schedule to the January 1978 bid opening. If it is not practical to open bids on this project at that time, please let me know so it can be properly scheduled.

REFERRED TO
Beard
Dorn
Cole
Sample
Eriksen
Watson
Hager
Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

JHV:jh
cc: D. H. Moehring
Jack Sullivan
John Sheldrake

Now on for Feb '78.
2.1 Mo. late as of 11-07-77 run.
R/W acq 5 mo. is controlling.
Ben Gifford

Div. of State Lands Permit - OK - Don Trout - 11-23-'77
Archeological Survey - ALL CLEAR - Pieter Dykman 12-1-76
R/W - 12-1-77. - ALL CLEAR! - Frank Lowe
Plans & Specs - OK - Jack Sullivan 11-23-77

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] [✓ FAE ☐] OPE ☐
NOV 22 1977
File: PM FA
TAA LG OP

Recommend Jan. 26 '78 Letting

cc. Buz Swan — Please reschedule for Jan 26, 1978 letting

8677

FAS A585

STATE OF OREGON

INTERO ICE MEMO

DATE: November 17, 1977

TO: Mr. John Sheldrake
Region Engineer

FROM: T. G. Thompson
Supervising Design Engineer

SUBJECT: Pudding River (Nusom) Bridge
Nusom Road
Marion County
Bridge 5379A

Enclosed are two reduced prints of drawings 33045 through 33050 which are the advance detail drawings for the subject structure. There are no plans for the existing structure which is 300 feet long with a 17 foot 8 inch roadway and consists of ten 19-foot approach P.T. spans, one 7-foot steel pony truss span, and two 17-foot approach P.T. spans. The estimated cost for the new structure is $239,000 which includes an allowance for engineering and contingencies.

We plan to call for bids on this section on March 23, 1978.

These prints are being sent to you for a field review. Please return one set with your comments and/or corrections as soon as possible.

GDA:dh
Enclosures

cc John A. Anderson, Marion County Engr. /w/ 2 sets
H. A. Schell /w/ 2 sets
Specs. Unit /w/ 1 set plus estimate sheet and designer's notes
Utility Unit /w/ 1 set
County-City Unit
Road Design /w/ 1 set
Art Gottfried /w/ 1 set

REFERRED TO

Beard
Dorn
Cole
Sample
Eriksen
✓ Watson Lw
Hager
Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Please review
with our design
Plans are in agreement
L.W

1 Versteeg
2 Christensen Dbr
George
Olson
Terpin
Sullivan
Scott
Savage

Ja copy

RECEIVED
NOV 18 1977
ENGINEERING SECTION

Trout
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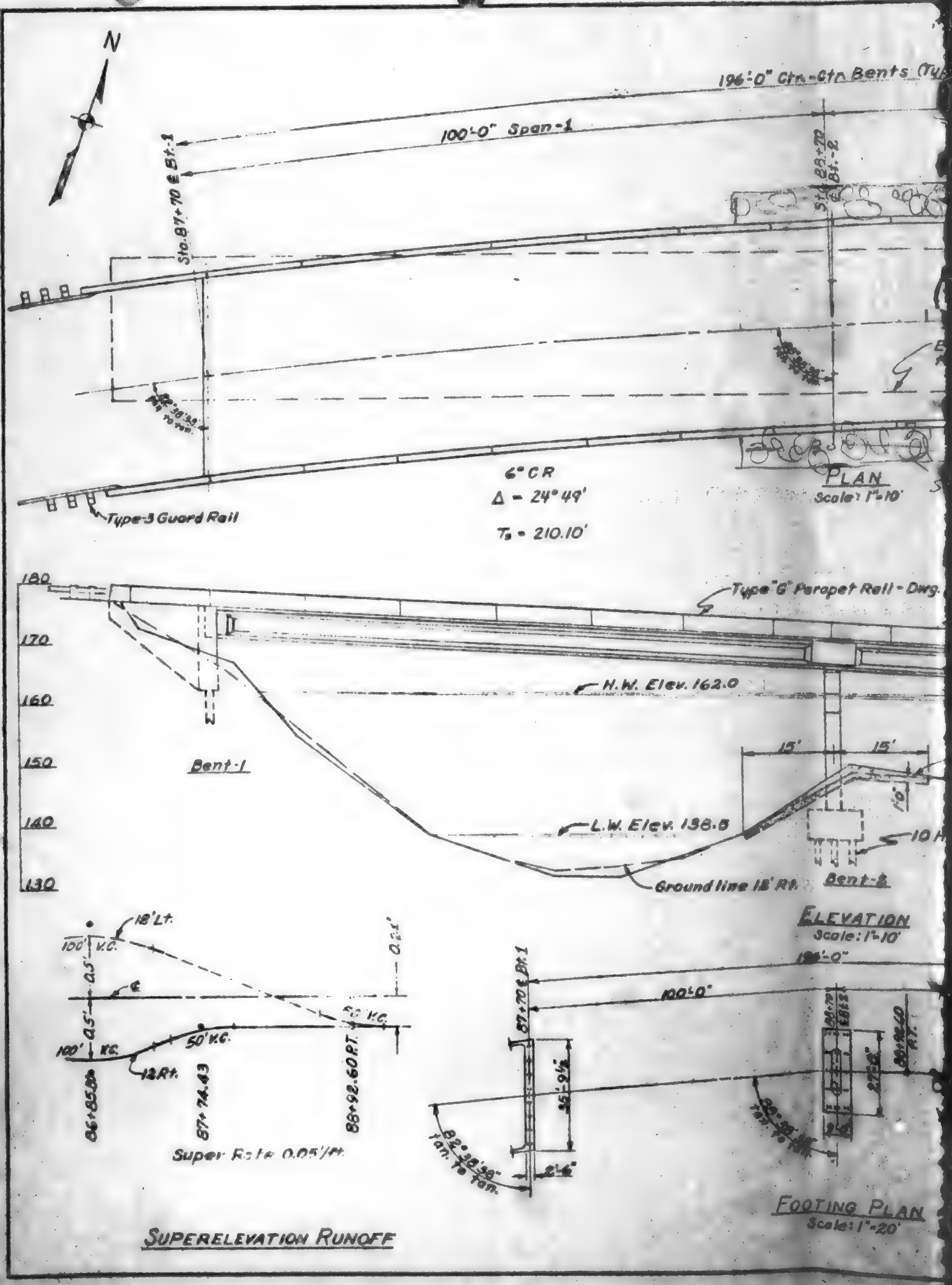
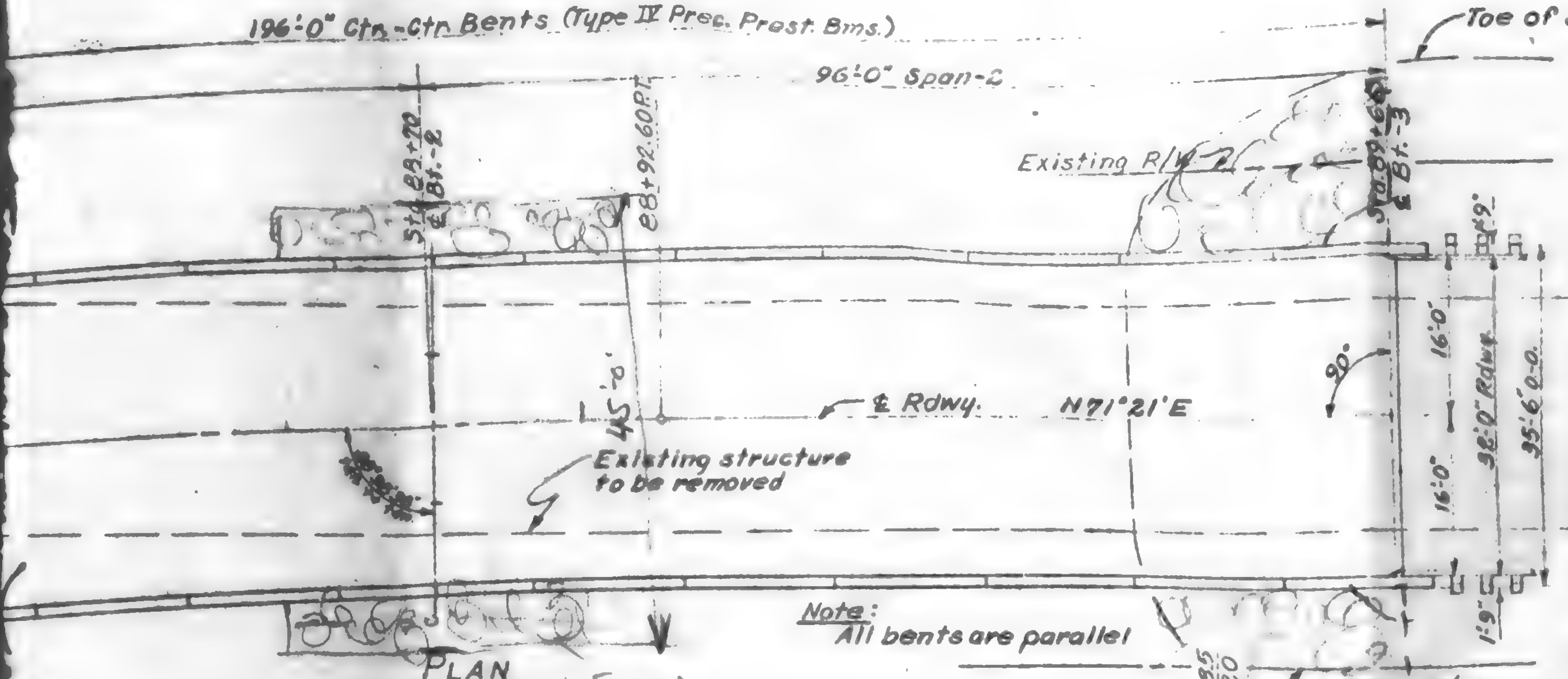
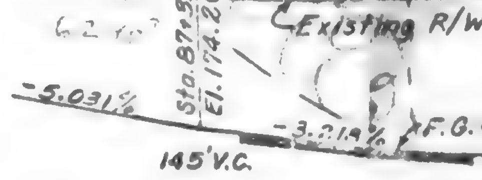
Bring Up / /
Action

81-125-1367

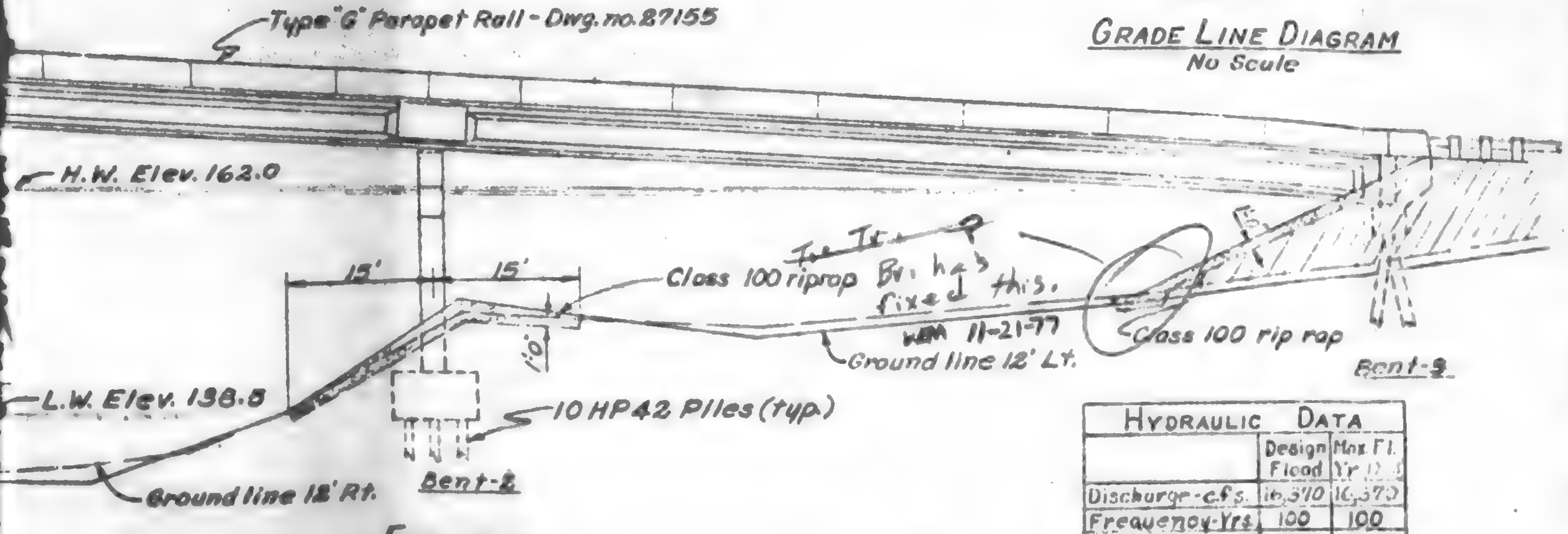

N
196'-0" Ctr.-Ctr. Bents (Typ
100'-0" Span-1
Sta. 87+70 ℄ Bt.-1
Sta. 88+70 ℄ Bt.-2
Type 3 Guard Rail
6° C R
Δ = 24° 49'
Ts = 210.10'
PLAN
Scale: 1"=10'
180
170
160
150
140
130
Type "G" Parapet Rail - Dwg.
H.W. Elev. 162.0
L.W. Elev. 138.8
Bent-1
Bent-2
15'
15'
1'0"
10 H
Ground line 18' Rt.
ELEVATION
Scale: 1"=10'
18' Lt.
100' V.C.
0.5'
℄
0.5'
100' V.C.
12 Rt.
50' V.C.
50' V.C.
0.5'
86+85.88
87+74.43
88+92.60 P.T.
Super Rate 0.05'/ft.
SUPERELEVATION RUNOFF
196'-0"
100'-0"
87+70 ℄ Bt.-1
88+70 ℄ Bt.-2
88+92.60 P.T.
35'-9½"
2'-6"
27'-6"
82° 38' 30" tan. to tan.
FOOTING PLAN
Scale: 1"=20'



PLAN
Scale: 1"=10'

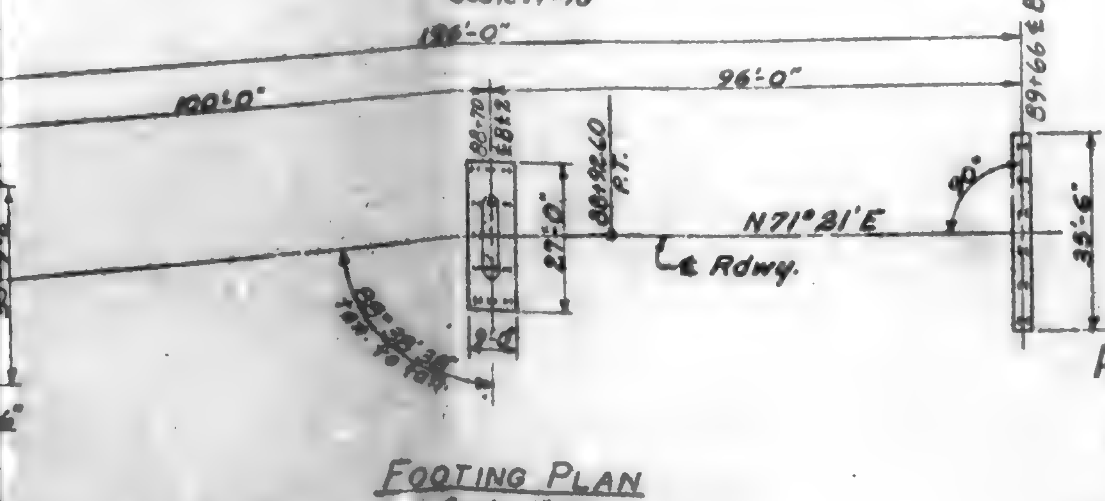


GRADE LINE DIAGRAM
No Scale



ELEVATION
Scale: 1"=10'

HYDRAULIC	DATA	
	Design Flood	Max. Fl. Yr 12..?
Discharge-cfs.	16,370	16,370
Frequency-Yrs.	100	100
H.W. Elev. Nat. Channel	162.0	162.0



FOOTING PLAN
Scale: 1"=20'

ADVANCE PLANS

NOV 1 6 1977

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

GENERAL NOTES

All material and
Standard Specificat
the Oregon State

Bridge designed
allowance of 25 pe

Concrete membe
designed by Load Fa

Prestressing st
detail plans.

All reinforcing
A615. Bars no. 3 th
unless shown oth
Grade 60 (fs=24,0
shall be used unle

Bar

3 -
8 -
10
14

All bars shall
face of concrete
bends of stirrups
the top slab may

Reinforcing st
be fabricated unt
been determine

Concrete in p
shall be as shown

Concrete in dec
All other conc
All piling shall
of 70 tons per pi

APPROVED:
BRIDGE ENGINEER
DEPUTY STATE HIGHWAY ENGINEER
DESIGNED G.D. Abernathy
DRAWN C.R. Poole
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1668

DATE	REVISION

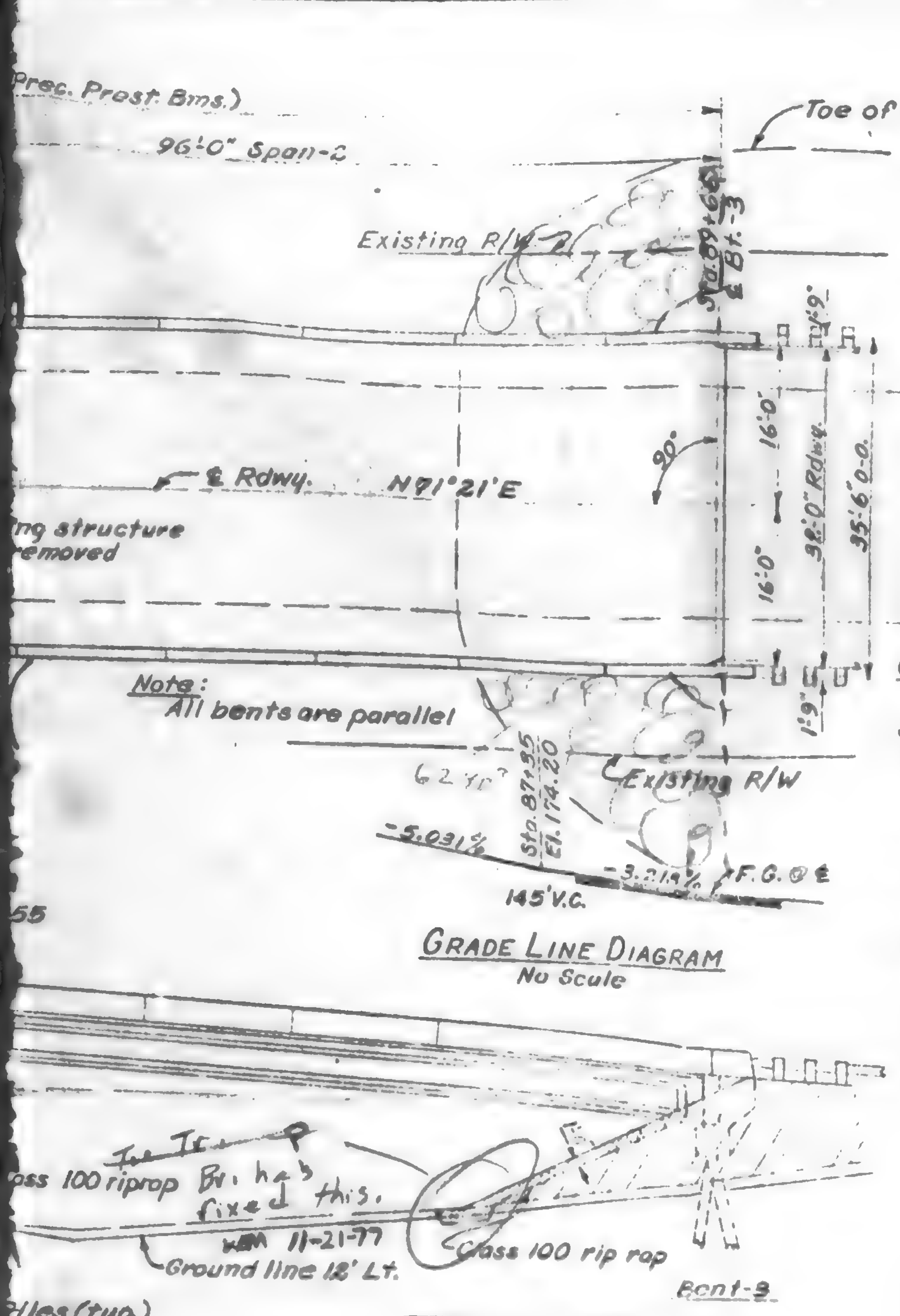
OREG

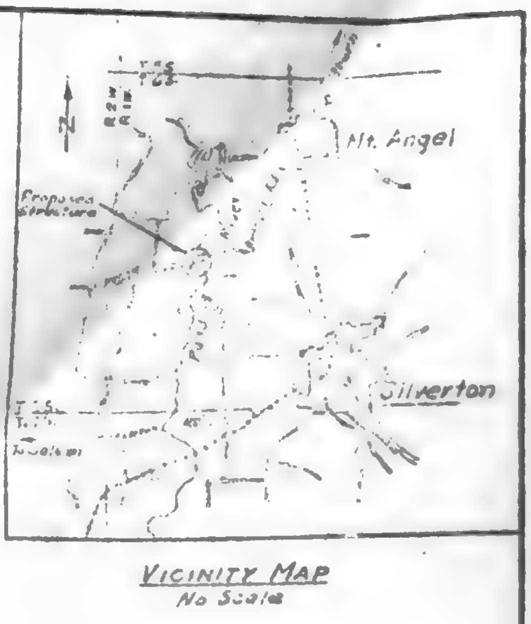
PUDDI
F

PLAN & E

ACCOMPANIED BY

DATE Aug.,
BRIDGE NO. 3





VICINITY MAP
No Scale

GENERAL NOTES

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS20-44 loading with an allowance of 25 psf for future wearing surface.

Concrete members (except prestressed members) designed by Load Factor Design Method.

Prestressing steel shall be in accordance with detail plans.

All reinforcing steel shall conform to ASTM Spec. A615. Bars no. 3 thru 7 shall be Grade 40 (fs = 20,000 psi) unless shown otherwise. Bars no. 8 thru 18 shall be Grade 60 (fs = 24,000 psi). The following splice lengths shall be used unless shown otherwise.

Bar Size	Splice Length
3 - 7	24d (1'-0" min.)
8 & 9	48d
10 & 11	60d
14 & 18	not permitted

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise. The top bends of stirrups extending from beam stems into the top slab may be shop or field bent.

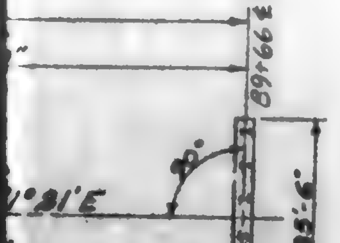
Reinforcing steel for columns and walls shall not be fabricated until final footing elevations have been determined in the field.

Concrete in prestressed-precast units shall be shall be as shown on the detail plans.

Concrete in deck shall be class 4500-1½".
All other concrete shall be class 3,300-1½".
All piling shall be 10 HP 42 driven to a min. bearing of 70 tons per pile.

HYDRAULIC DATA

	Design Flood	Max Fl. Yr [illegible]
Discharge-c.f.s.	16,370	16,370
Frequency-Yrs.	100	100
H.W. Elev. Nat. Channel	162.0	162.0



ADVANCE PLANS
NOV 16 1977
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED:
BRIDGE ENGINEER
DEPUTY STATE HIGHWAY ENGINEER
DESIGNED G.D. Abernathy
DRAWN C.R. Poole
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1669

DATE	REVISION

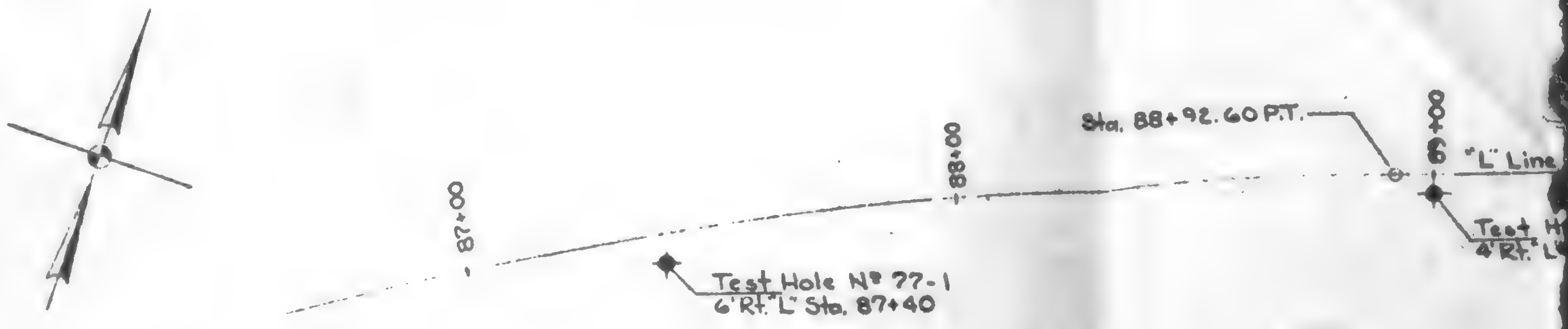
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PUDDING RIVER (NUSOM) BRIDGE
FAS A585 - NUSOM RD.
MARION COUNTY

PLAN & ELEVATION

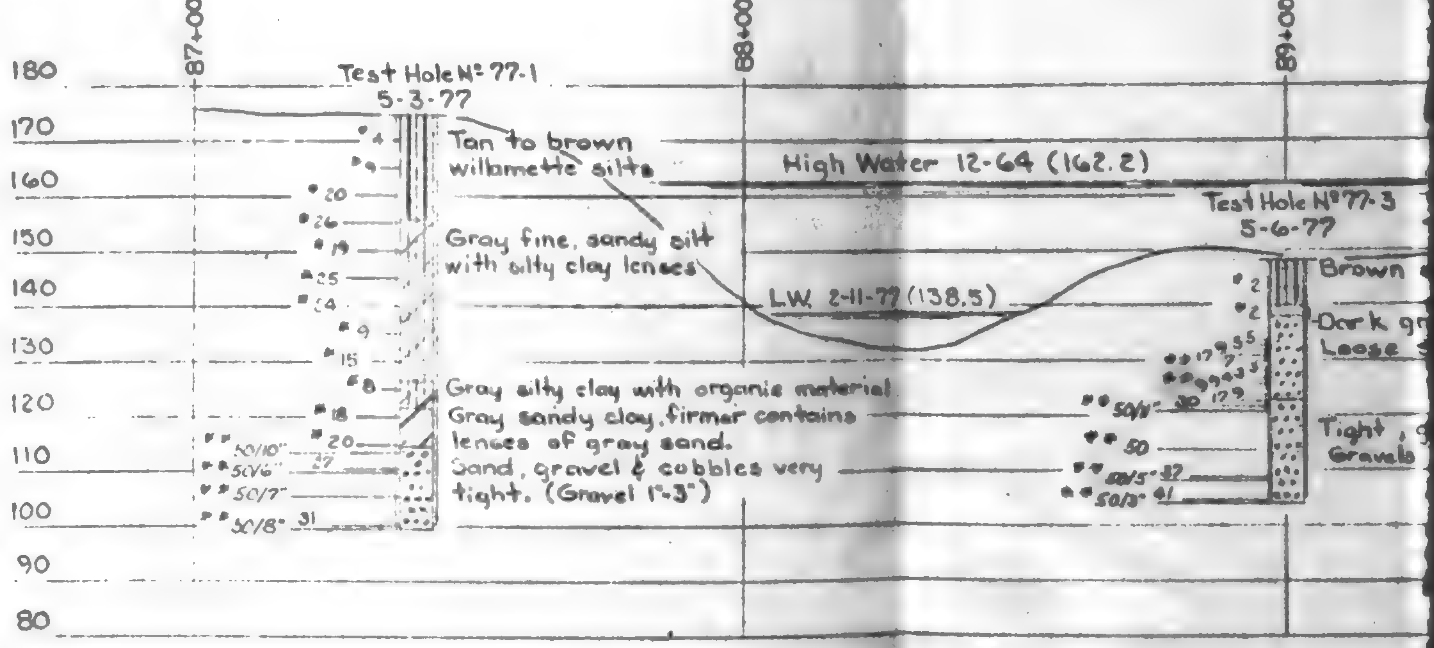
ACCOMPANIED BY DWGS. 33046 thru 33050, 27155

DATE Aug., 1977
BRIDGE NO. 5379A
SHEET 1 OF 7
DRAWING NO 33045



PLAN

Scale: 1" = 20'-0"



FOUNDATION

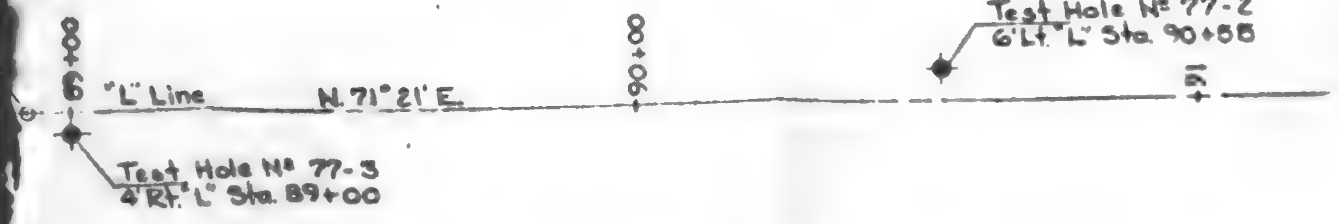
Scale: 1" = 20'-0"

▽ Elevation gro
* Standard Pene
** Oregon Miniatu

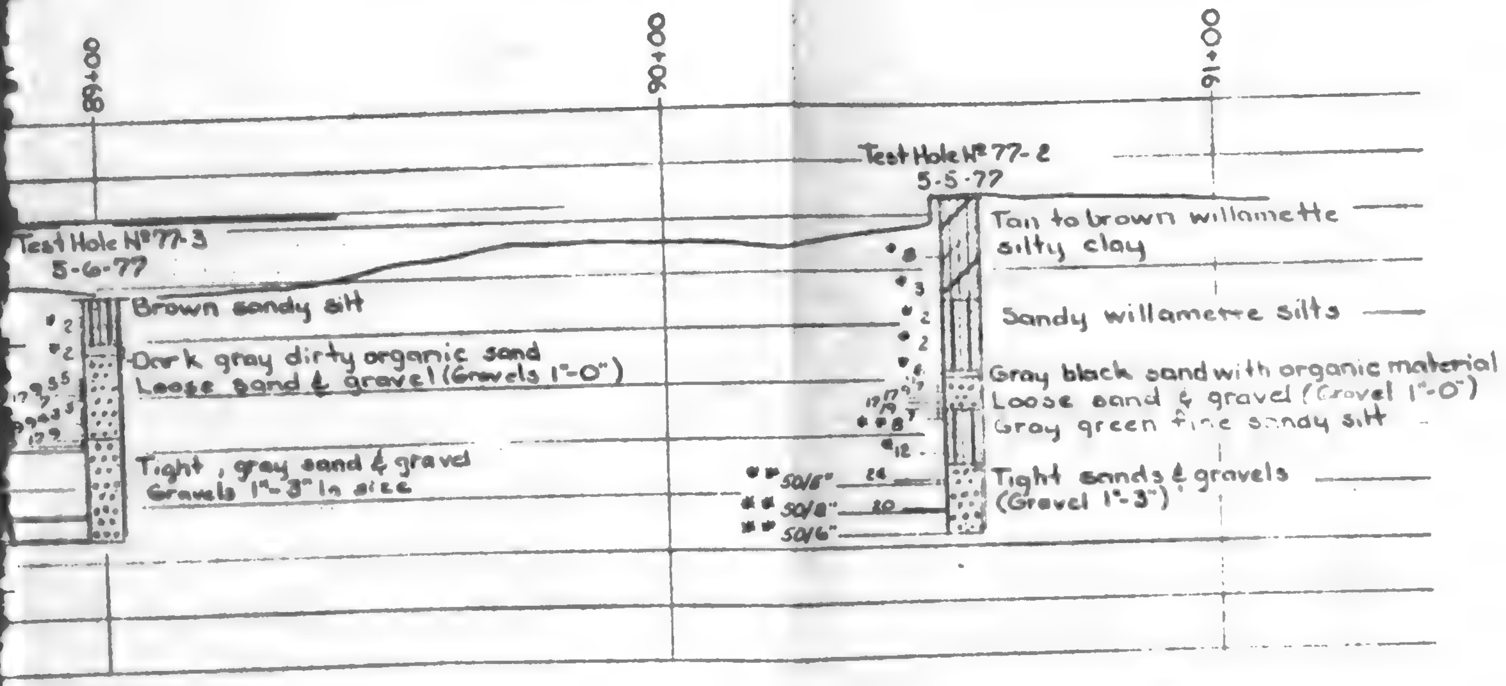
Foundation data shown on this drawing, in some instances, is a consolidation of and a revision in terminology from the original field drilling logs. The original field drilling logs are available for review in the office of the Bridge Engineer in Salem.

LEGEND OF MATERIALS

- ① Gravels, cobbles and boulders.
- ② Sand.
- ③ Silts.
- ④ Clays.
- ⑤ Silty gravels, gravel-silt mixture.
- ⑥ Silty sand, sand-silt mixture.
- ⑦ Clayey gravel, gravel-clay mixture.
- ⑧ Clayey sand, sand-clay mixture.
- ⑨ Silty clay.
- ⑩ Sand-silt-clay mixture, near equal proportions.
- ⑪ Sandstone
- ⑫ Shale.



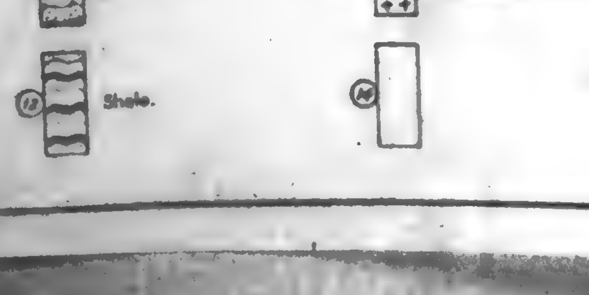
N
" = 20'-0"


89+00
90+00
91+00
Test Hole Nº 77-3
5-6-77
Brown sandy silt
Dark gray dirty organic sand
Loose sand & gravel (Gravels 1"-0")
Tight, gray sand & gravel
Gravels 1"-3" in size
Test Hole Nº 77-2
5-5-77
Tan to brown willamette silty clay
Sandy willamette silts
Gray black sand with organic material
Loose sand & gravel (Gravel 1"-0")
Gray green fine sandy silt
Tight sands & gravels
(Gravel 1"-3")
**50/6"
**50/8"
**50/6"
24
20
8
3
2
2
6
12
2
2

DATION DATA

Scale: 1"=20'-0"

Elevation ground water encountered
Standard Penetration test.
Oregon Miniature Pile test.

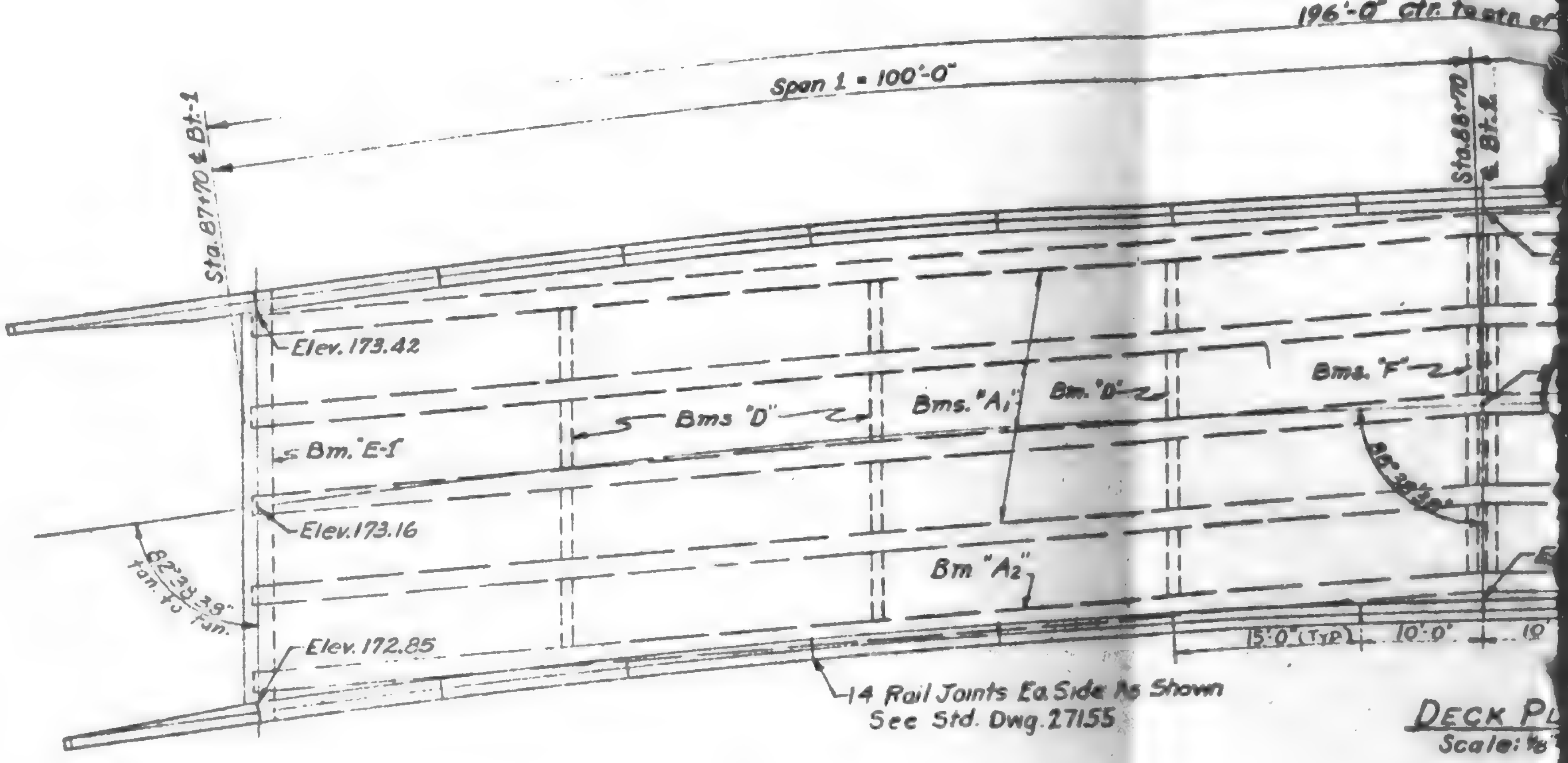


ADVANCE PLANS

NOV 16 1977

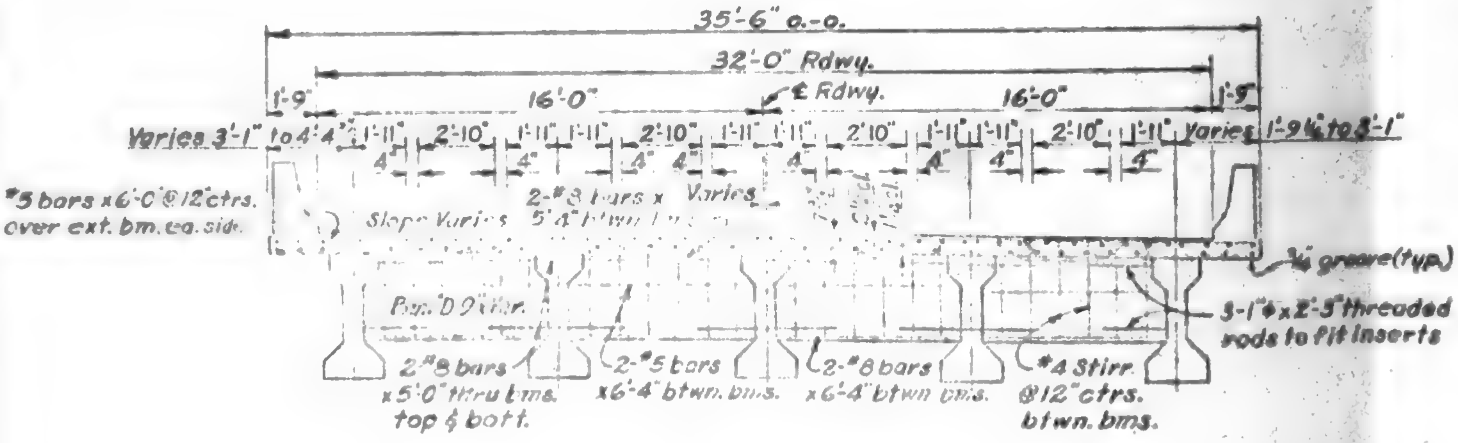
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED: BRIDGE ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED DRAWN L.W. CHECKED J.L.D. REVIEWED REVIEWED CALC. BOOK	PUDDING RIVER (NUSOM RD.) BRIDGE
DATE / REVISION	FOUNDATION DATA
	DATE 5-17-77 BRIDGE NO. 5379 A
	SHEET 2 OF 7 DRAWING NO. 33046



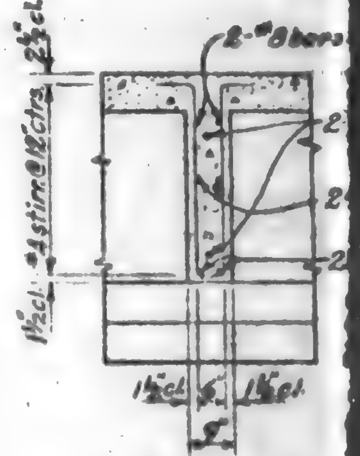
DECK PL

Scale: 1/8"


35'-6" o.-o.
32'-0" Rdwy.
1'-9"
16'-0"
℄ Rdwy.
16'-0"
1'-9"
Varies 3'-1" to 4'-4"
1'-11"
2'-10"
1'-11"
1'-11"
2'-10"
1'-11"
1'-11"
2'-10"
1'-11"
1'-11"
2'-10"
1'-11"
Varies 1'-9¼" to 3'-1"
4"
4"
4"
4"
4"
4"
4"
4"
#5 bars x 6'-0" @ 12" ctrs. over ext. bm. ea. side
Slope Varies
2-#8 bars x 5'-4" btwn. bms.
Varies
Bm. "D" Diaphr.
¾" groove (typ.)
3-1"φ x 2'-5" threaded rods to fit inserts
2-#8 bars x 5'-0" thru bms. top & bott.
2-#5 bars x 6'-4" btwn. bms.
2-#8 bars x 6'-4" btwn. bms.
#4 Stirr. @ 12" ctrs. btwn. bms.

DECK SECTION

Scale: ¼" = 1'-0"



TYR SECTION BM

BM "F" SIMILAR

Scale: ½" = 1'-0"

DECK STEEL

No. 5 transv. straight bars top & bottom @ 12" ctrs.

No. 5 transv. bent bars @ 12" ctrs., alternate with straight bars.

No. 5 transv. bars x 6'-0" top @ 12" ctrs. over exterior bms. only.

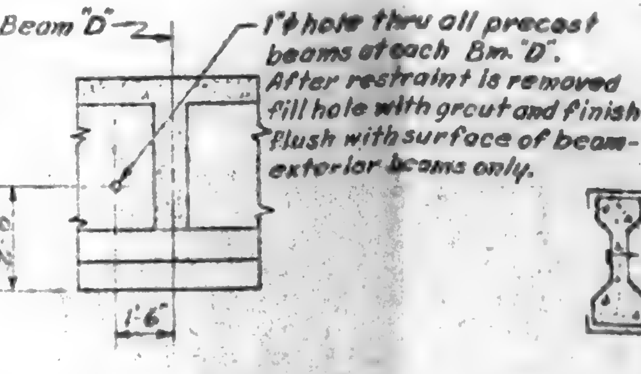
44 - No. 4 longit. bars in top of slab placed as shown.

30 - No. 5 longit. bars in bottom slab placed as shown.

Stop transverse bars 6" ± clear of all cross beams.

Splicing of top and bottom longit. steel will not be permitted within 2'-6" of a bent centerline.

Place deck steel parallel to bents.



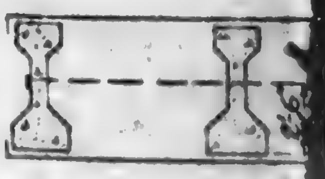
1"φ hole thru all precast beams at each Bm. "D". After restraint is removed fill hole with grout and finish flush with surface of beam - exterior beams only.

DETAIL "B"

(Alternate

One cable rest

location shown



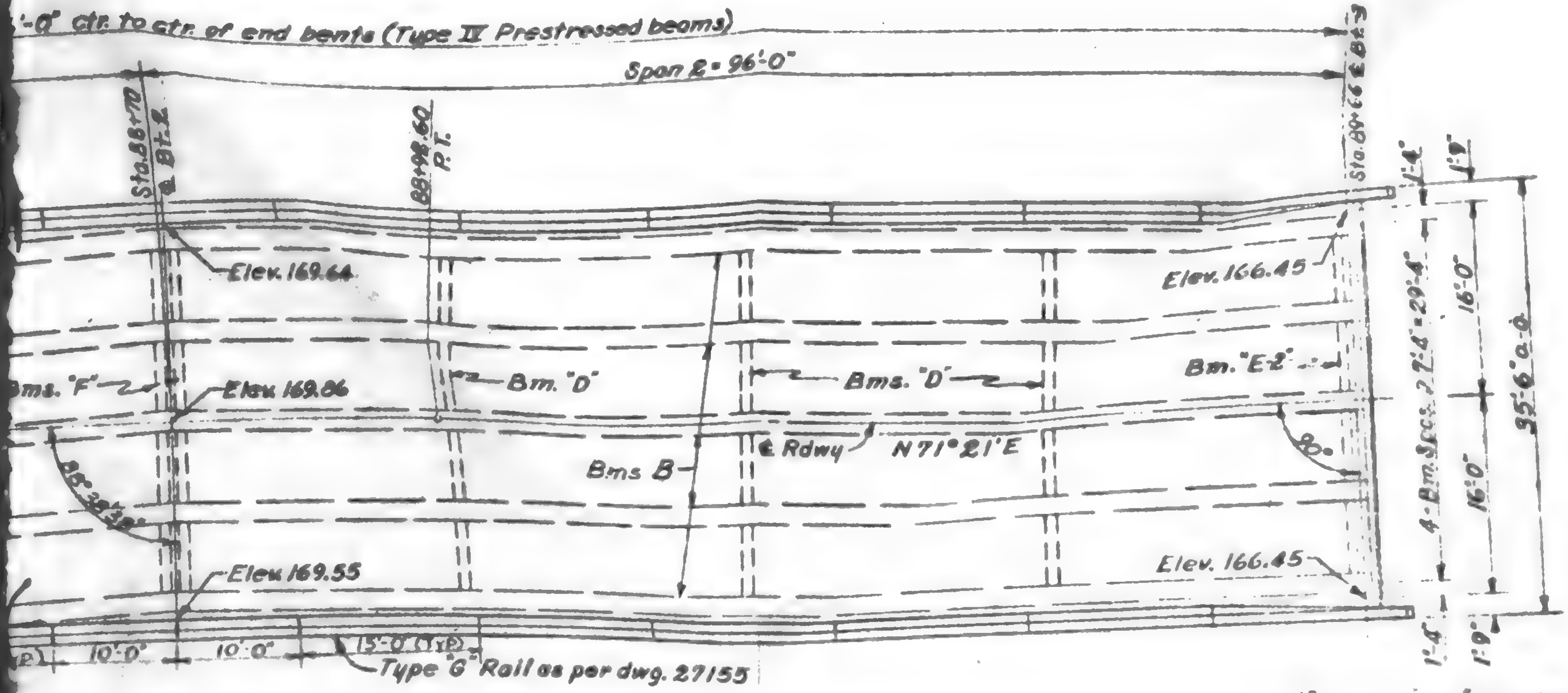
BEA

Snug fit prestress

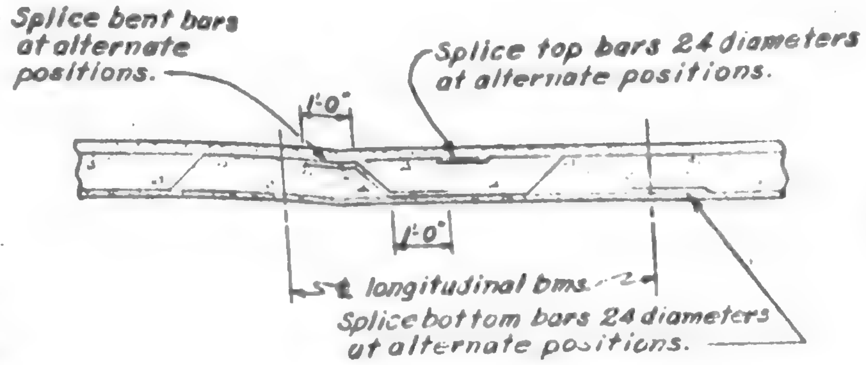
diaphragm pour. L

Restraints to re

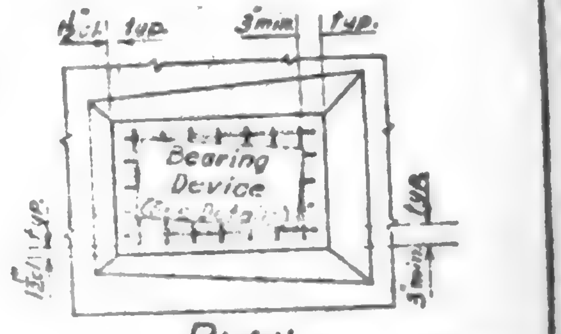
completion of d



DECK PLAN
Scale: 1/8"=1'-0"

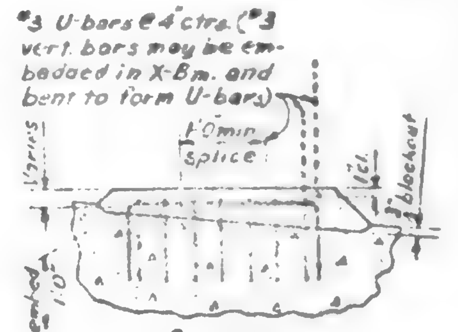

Splice bent bars at alternate positions.
Splice top bars 24 diameters at alternate positions.
1'-0"
1'-0"
℄ longitudinal bms.
Splice bottom bars 24 diameters at alternate positions.

TRANSVERSE DECK BAR SPLICE



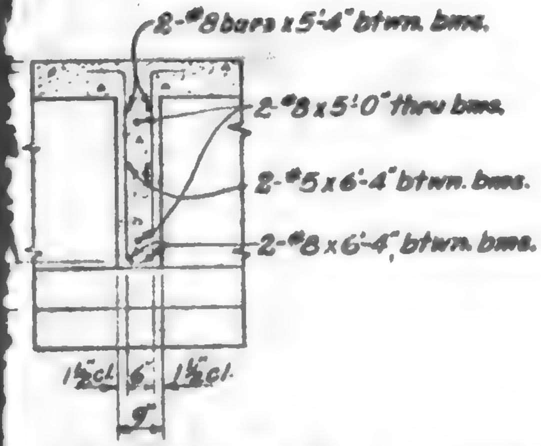
PLAN

Concrete in beam seat pedestals shall be class 4500-¾".


#3 U-bars @ 4" ctrs. (#3 vert. bars may be embedded in X-Bm. and bent to form U-bars)
1'-0" min. splice
¼" blockout
1½" cl.
2 spcs.
1'-0"

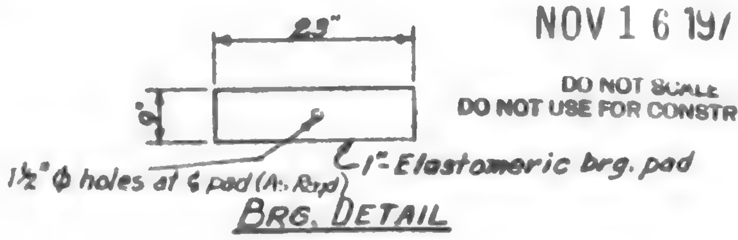
SECTION

TYP. BEAM SEAT DETAIL

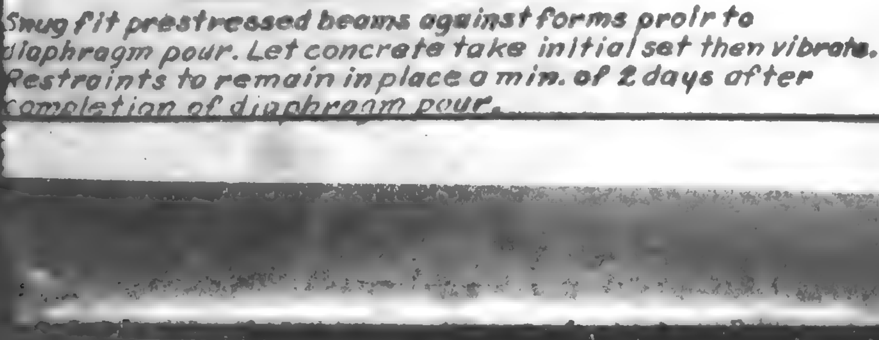


TYP. SECTION BM. "D"
BM. "F" SIMILAR
Scale: ½"=1'-0"

ADVANCE PLANS
NOV 16 1977
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION



BRG. DETAIL


(Alternate "B")
One cable restraint at location shown - Detail "B"
(Alternate "A")
Cable restraints top and bottom at each Bm. "D"
2'-6"

BEAM RESTRAINT DETAIL

Snug fit prestressed beams against forms prior to diaphragm pour. Let concrete take initial set then vibrate. Restraints to remain in place a min. of 2 days after completion of diaphragm pour.

APPROVED:
BRIDGE ENGINEER
DESIGNED G. D. Abernathy
DRAWN C. R. Poole
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1668

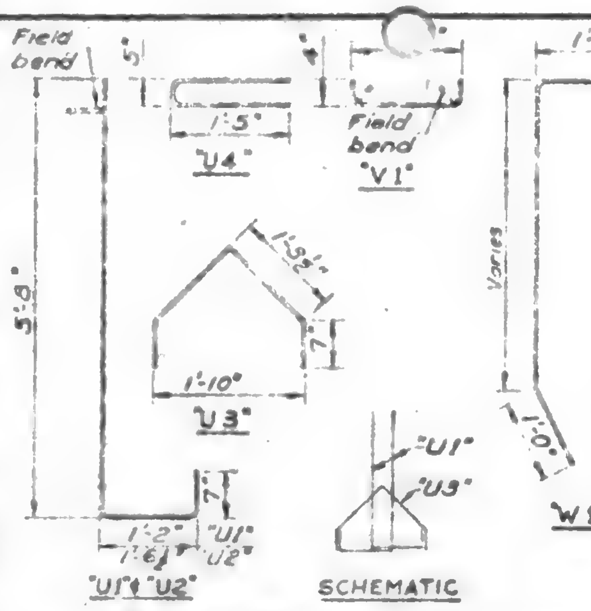
DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PUDDING RIVER (NUSOM) BRIDGE

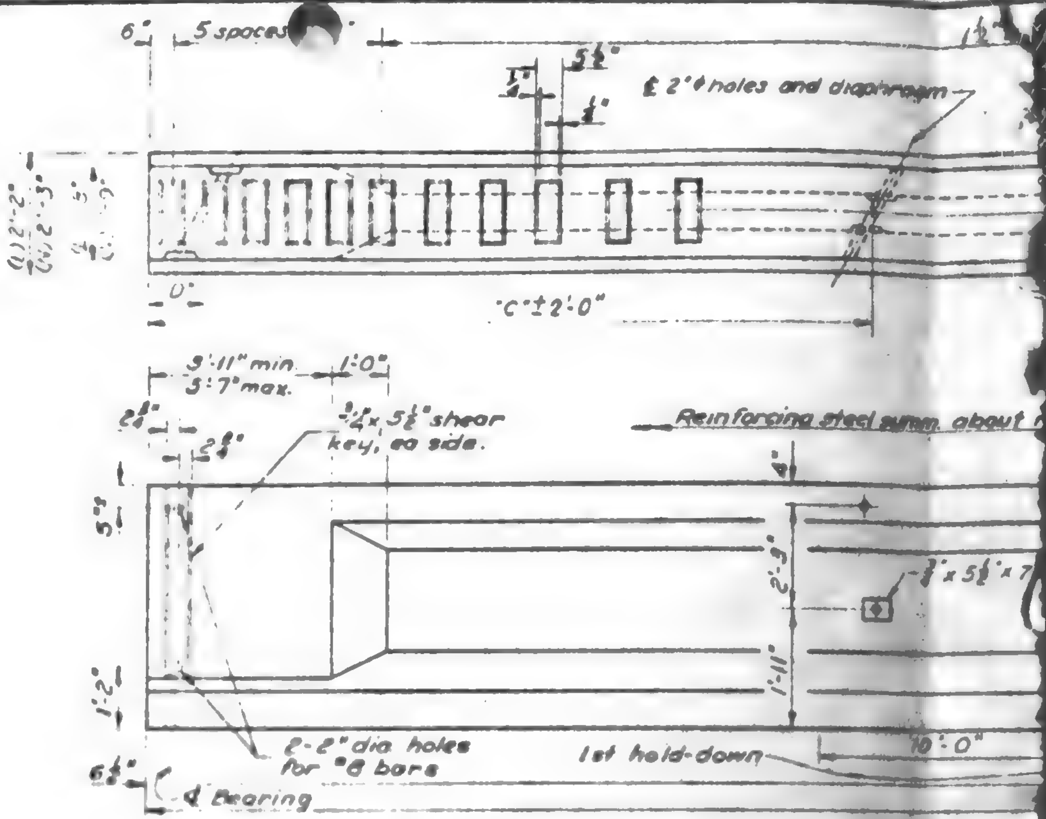
DECK PLAN & SECTION

DATE Oct., 1977
BRIDGE NO. 5379A
SHEET 3 OF 7
DRAWING NO. 33047



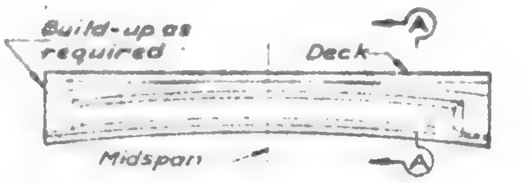
BAR BENDING DETAILS

NOTE:
Location of ties and hoops in end block may be varied slightly to accomodate prestress strands.
X-beams are to be poured a minimum of 3 days before deck pour.



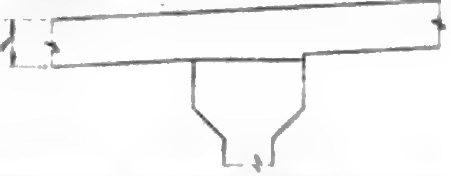
END CONDITION "X"

BEARING DETAIL, FIXED END: 1¾" dia x 1'-0" deep hole in beam for 1½" ϕ smooth dowel (A36) when required



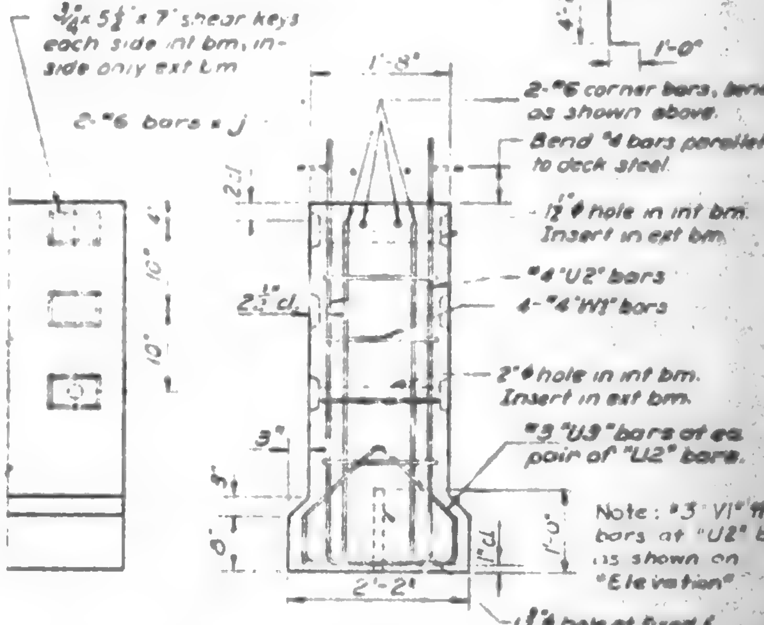
BUILD-UP DECK DETAILS

Beam soffits shall be on level grade prior to prestressing. Difference between deck elev and camber in beams shall be compensated for by build-up over beams.



Minimum deck thickness. This dimension assumes that the beam fabrication and erection will meet the required deck elevs. In case of variations, lower beam to meet corrected elevs.

SECTION "A-A"


¾"x 5½"x 7" shear keys each side int bm, inside only ext bm
2-#6 bars x j
5½"
4"
10"
10"
4'-2"
1'-0"
1'-8"
2-#6 corner bars, bend as shown above.
Bend #4 bars parallel to deck steel.
1½" ϕ hole in int bm. Insert in ext bm.
2'-1"
2½" cl.
#4 "U2" bars
4-#4 "W1" bars
2" ϕ hole in int bm. Insert in ext bm.
#3 "U3" bars at ea pair of "U2" bars.
3"
3"
8"
1" cl.
1'-0"
Note: #3 "V1" tie bars at "U2" bars as shown on "Elevation"
2'-2"
1⅞" hole at fixed & pinned ends only

NOTE:
Steel for End Condition "X" is the same The shear keys differ

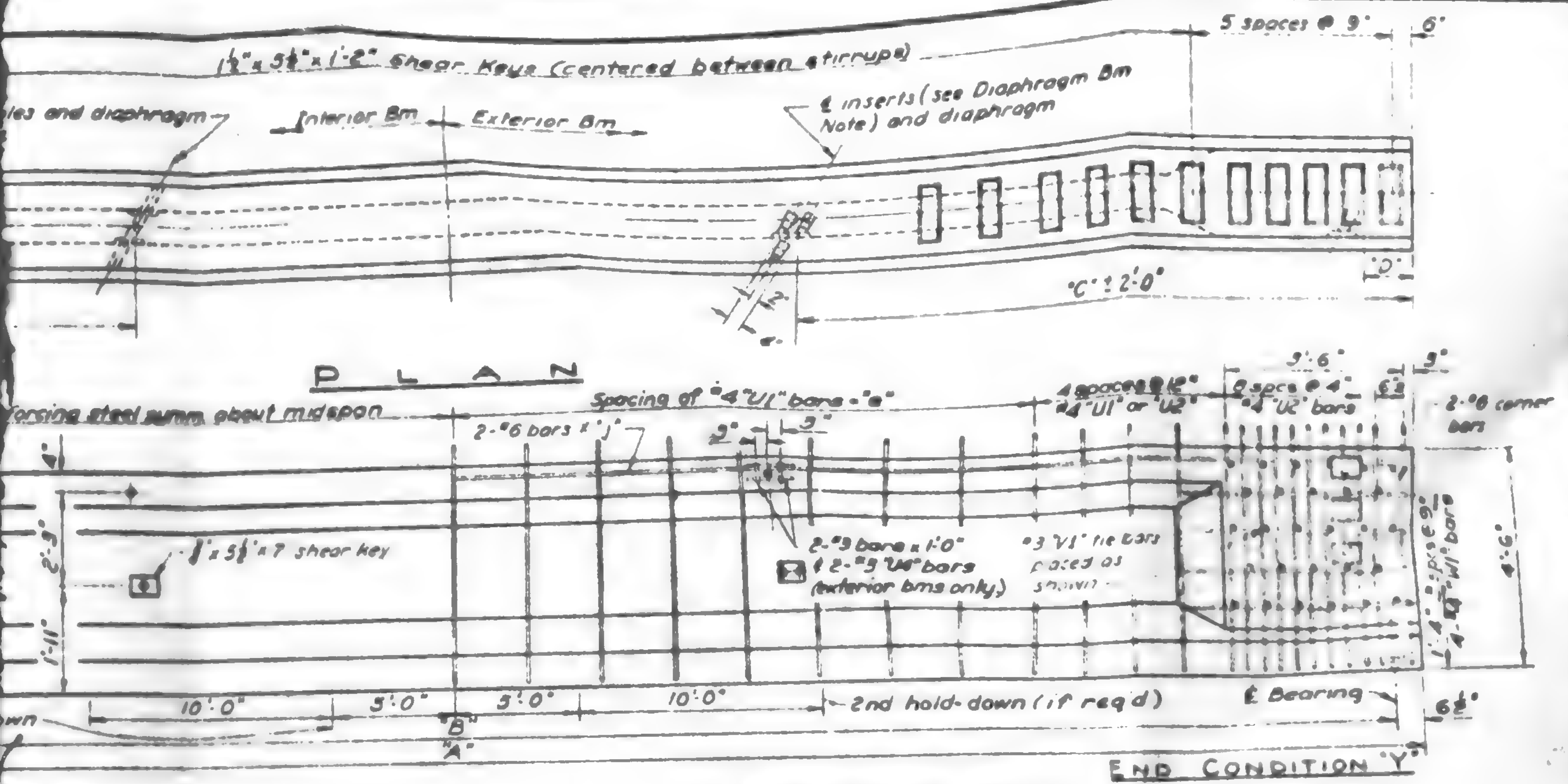
END CONDITION "Y"

MID-SPAN

TYPICAL MILD STEEL ARRANGEM

BEAMS	NUMBER OF BEAMS REQD.	LOCATION	SPAN LENGTH CENTER TO CENTER BENTS ALONG ℄ BEAM	TOTAL STRANDS PER BEAM	SEE FIGURE	BEAM END	END CONDITION	INITIAL TENSION PER STRAND IN KIPS	CONCRETE STRENGTH AT TRANSFER (K.S.I.)	CONCRETE STRENGTH IN 28 DAYS (K.S.I.)	
A1	4	Span 1	99'-11½"±	51	1	BK	X	28.91	6.000	6.000	10
						AHD	Y				
A2	1	Span 1	99'-11½"±	51	1	BK	X	28.91	6.000	6.000	1
						AHD	Y				
B	5	Span 2	96'-0"	45	2	BK	Y	28.91	–		
						AHD	X				
						BK					
						AHD					
						BK					
						AHD					
						BK					
						AHD					

NOTE: Dimensions shown in table are horizontal dimensions. Finished length of beam, ℄ bearing to ℄ bearing (dimension "B") shall be corrected for variation due to grade. Allowance shall be made by fabricator for elastic shortening, creep and shrinkage. (dimension "Z")


5 spaces @ 9"
6"
1½" x 5½" x 1'-2" Shear Keys (centered between stirrups)
les and diaphragm
Interior Bm
Exterior Bm
℄ inserts (see Diaphragm Bm Note) and diaphragm
"C" ± 2'-0"
"D"
2"
9'-6"
9"
Spacing of "4 "U1" bars = "e"
4 spaces @ 12" #4 "U1" or "U2"
8 spcs @ 4" #4 "U2" bars
6½"
2-#6 corner bars
orcing steel symm. about midspan
2-#6 bars x "j"
9"
3"
⅞" x 5½" x 7 shear key
2-#3 bars x 1'-0" & 2-#3 "U4" bars (exterior bms only)
#3 "V1" tie bars placed as shown
2'-3"
1'-11"
4'-6"
1'-4"
8 spcs @ 9"
4-#4 "W1" bars
10'-0"
5'-0"
5'-0"
10'-0"
"B"
"A"
2nd hold-down (if req'd)
℄ Bearing
6½"
own

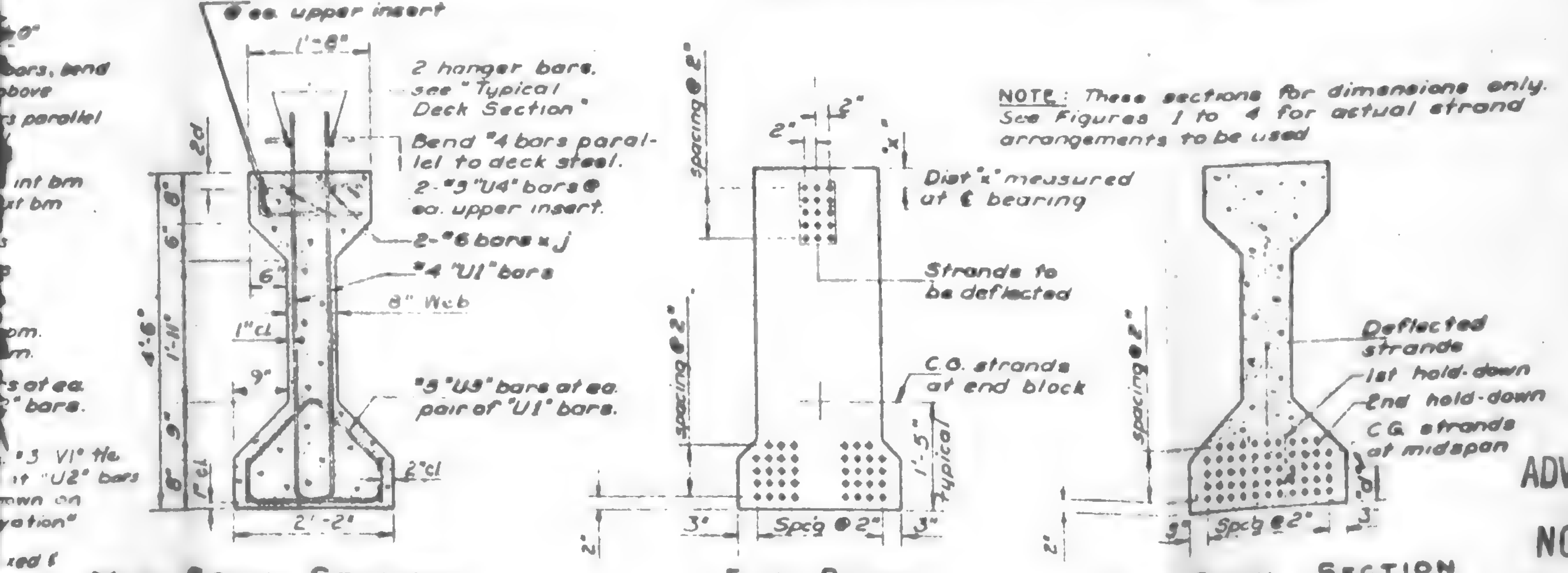
P L A N

E L E V A T I O N

END CONDITION 'Y'

BEARING DETAIL, PINNED END: 1⅝" dia. x 1'-0" deep hole in beam for 1½"ϕ smooth dowel (A36)

BEARING DETAIL, EXPANSION OR FREE END: No hole in beam. See bent details of expansion bearing.


2-#5 bars x 1'-0" @ ea. upper insert
1'-8"
2 hanger bars, see "Typical Deck Section"
Bend #4 bars parallel to deck steel.
2-#3 "U4" bars @ ea. upper insert.
2-#6 bars x j
#4 "U1" bars
8" Web
6"
1" cl
9"
#5 "U3" bars at ea. pair of "U1" bars.
2" cl
2d
8"
6"
4'-6"
1'-11"
9"
8"
1" cl
2'-2"
0"
bars, bend above
rs parallel
int bm
ut bm
om.
m.
rs at ea.
2" bars.
#3 V1" tie
it "U2" bars
own on
vation"
xed ℄
only
spacing @ 2"
2"
2"
"x"
Dist "x" measured at ℄ bearing
Strands to be deflected
C.G. strands at end block
1'-5" typical
3"
Spcg @ 2"
3"
2"
NOTE: These sections for dimensions only. See Figures 1 to 4 for actual strand arrangements to be used
Deflected strands
1st hold-down
2nd hold-down
C.G. strands at midspan
"d"
9"
Spcg @ 2"
3"

MID-SPAN SECTION

STEEL ARRANGEMENT

END BLOCK

MID-SPAN SECTION

TYPICAL STRAND ARRANGEMENT

	INITIAL TENSION PER STRAND IN KIPS	CONCRETE STRENGTH AT TRANSFER (K.S.I.)	CONCRETE STRENGTH IN 28 DAYS (K.S.I.)	VARIABLE DIMENSIONS "A"	"B"	"C" ± 2'-0"	"D"	"e"	"J"	WEIGHT OF BEAMS IN KIPS	ESTIMATED DEFLECTION AT MIDSPAN: UPWARD DEFLECT. DUE TO PRESTRESSING AT TRANSFER	DOWNWARD DEFLECT DUE TO DECK DEAD LOAD	UPWARD DEFLECT. DUE TO PRESTRESSING 3 MOS. AFT TRANS	IN. SHORTENING TWO WEEKS AFTER TRANSFER
	28.91	6.000	6.000	100'-5"	99'-4"	25'-0"	6½" 6½"	14"	100'-1"	87.0	2"	1¾"	2½"	1¼"
	28.91	6.000	6.000	100'-5"	99'-4"	25'-0"	6½" 6½"	14"	100'-1"	87.0	2"	1⅜"	2½"	1¼"
	28.91			96'-6"	95'-5"	24'-0"	6½" 6½"	15"	96'-2"	83.8	1⅝"	1½"	2"	1⅛"

GENERAL NOT

SPECIFICATIONS
Design for HS 20-44
according to A.S.H.
and Construction

PRECAST PRESTRESSED
All concrete shall be
6000-1 shown in t
(Concrete strength
The concrete strengt
varies and is shown
(Concrete strength

PRETENSIONING STE
All strands shall be
strands with a mini
strength of 41,300
Grade 270). Str
be tensioned initia
shown otherwise in
deflected strands
tension after defl

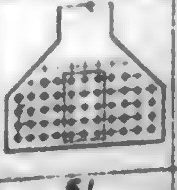
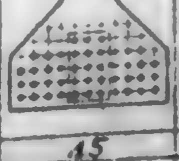
MILD STEEL REINFOR
A
reinforcing steel bars #
a min
#11
noted or shown otherwise.
clear of the nearest face
shown otherwise.

HANDLING PRESTRESS
The beams shall be
upright position at
be lifted by mean
securely anchored
approved by the

DIAPHRAGM BEAM
For beams with to
equal to or less tha
diaphragm at mid
with a total length
and equal to or les
two diaphragms
with a total length
use three diaphr
See dimension "C"
Place 3 Structural
or Dayton Sure-Grip F
exterior beams o
diaphragm. Provid
threaded full len
rod (yield & ultimate
min 12%) to fit into
prestressed beam
deflection during

BEAM END
The designations "
back of ahead o

ADVANCE PLANS
NOV 16 1977
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

FIGURE	1	2	3
			
TOTAL STRANDS	51	45	
STR. DEFLECTED	15	15	
"d" DISTANCE	5.69	5.20	
"x" DISTANCE	5.50	6.60	

DATE	REVISION

APPROVED
BRIDGE ENGINEER
DESIGNED G.D.A.
DRAWN C.R.P
CHECKED
CALC. BOOK 1446

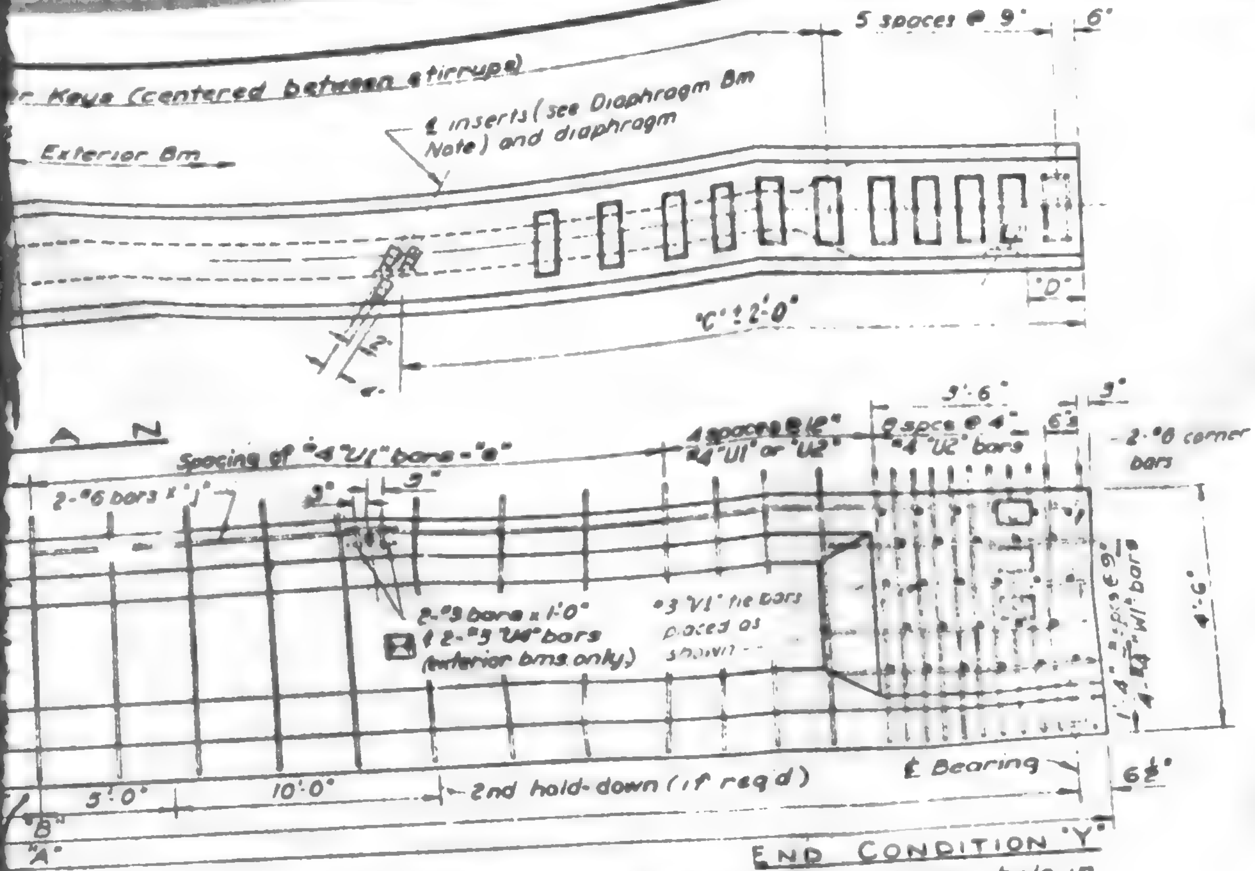
OREGON STATE HIGHW
BRIDGE DIV

PUDDING RIVER (NU

TYPE IV PRESTRESS

DATE Nov. 1977
BRIDGE NO. 5379A

6-18-76 Omitted "N"


5 spaces @ 9"
6"
r Keys (centered between stirrups)
℄ inserts (see Diaphragm Bm Note) and diaphragm
Exterior Bm
"D"
"C" ± 2'-0"
2"
A N
Spacing of "4 "U1" bars - "e"
4 spaces @ 12" #4 "U1" or "U2"
3'-6"
9 spcs @ 4" #4 "U2" bars
3"
6½
- 2-#8 corner bars
2-#6 bars x "J"
3"
9"
2-#3 bars x 1'-0" & 2-#3 "U4" bars (exterior bms only)
#3 "V1" tie bars placed as shown
1'-4" 2 spcs @ 9" 4-#4 "W1" bars
4'-6"
℄ Bearing
6½"
"B"
"A"
5'-0"
10'-0"
2nd hold-down (if req'd)
END CONDITION "Y"

BEARING DETAIL, PINNED END: 1⅛" dia. x 1'-0" deep hole in beam for 1⅛" ⌀ smooth dowel (A36)

BEARING DETAIL, EXPANSION OR FREE END: No hole in beam. See bent details of expansion bearing.

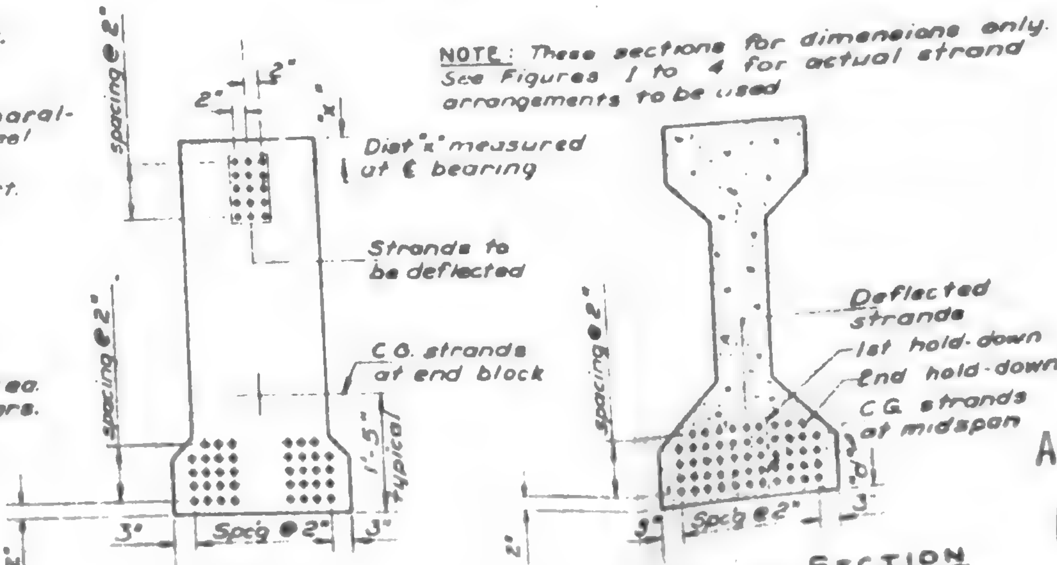
A T I O N

t

hanger bars.
ee "Typical
eck Section"
bend bars paral-
el to eel
2-#3 "U4
ea. upper insert.
2-#6 bars x j
4 "U1" bars
Web

3 "U3" bars at ea.
pair of "U1" bars.

ON



NOTE: These sections for dimensions only. See Figures 1 to 4 for actual strand arrangements to be used

END BLOCK   MID-SPAN SECTION

TYPICAL STRAND ARRANGEMENT

ADVANCE PLANS
NOV 16 1977

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

GENERAL NOTES:

SPECIFICATIONS
Design for HS 20-44 live loading according to O.S.H.D. Bridge Design and Construction Specifications.

PRECAST PRESTRESSED CONCRETE
All concrete shall be class 5000 - 1" to 6000 - 1" shown in table below as (Concrete strength at 28 days). (Concrete strength at prestress release) The concrete strength at prestress release varies and is shown in table below as (Concrete strength at transfer)

PRETENSIONING STEEL
All strands shall be ½" dia. 7-wire strands with a minimum ultimate strength of 41,300 lbs. (ASTM A416 Grade 270). Straight strands shall be tensioned initially to 28,910 lbs unless shown otherwise in the table below; deflected strands shall have the same tension after deflecting.

MILD STEEL REINFORCEMENT
A[illegible] reinforcing steel shall be ASTM spec A615, Grade 40, bars. [illegible] reinforcing steel bars #3 thru #7 shall be lapped 24 dia or a min of [illegible] bars #8 and #9 shall be lapped 30 dia, bars #10 [illegible] shall be lapped 36 dia, at all splices unless noted or shown otherwise. All bars shall be placed 2" clear of the nearest face of concrete unless noted or shown otherwise.

HANDLING PRESTRESSED CONC BEAMS
The beams shall be maintained in an upright position at all times. They shall be lifted by means of lifting bars securely anchored in the end block as approved by the engineer.

DIAPHRAGM BEAMS
For beams with total length (dim. "A") equal to or less than 60'-0" use one diaphragm at midspan. For beams with a total length greater than 60'-0" and equal to or less than 90'-0" use two diaphragms as shown. For beams with a total length greater than 90'-0" use three diaphragms, one at midspan. See dimension "C" in table below. Place 3 structural conc inserts: Richmond EC-2, or Dayton Sure-Grip F-56 (or F-57) or approved equal, in exterior beams only at each diaphragm. Provide 1" ⌀ x 2'-3" rod (A36) threaded full length or 1" ⌀ x 2'-3" coil rod (yield & ultimate equal to A36, elongation min 15%) to fit into each insert. Brace prestressed beams to prevent lateral deflection during diaphragm pour.

BEAM END
The designations "Bk" and "Ahd" refer to back and ahead on station.

IABLE DIMENSIONS

"B"	"C" ± 2'-0"	"D"	"e"	"J"	WEIGHT OF BEAMS IN KIPS	ESTIMATED DEFLECTION AT MIDSPAN: UPWARD DEFLECT. DUE TO PRESTRESSING AT TRANSFER	DOWNWARD DEFLECT DUE TO DECK DEAD LOAD	UPWARD DEFLECT. DUE TO PRESTRESSING 3 MOS AFT TRANS	"Z" BM. SHORTENING TWO WEEKS AFTER TRANSFER
99'-4"	25'-0"	6½" 6½"	14"	100'-1"	87.0	2"	1¾"	2½"	1¼"
99'-4"	25'-0"	6½" 6½"	14"	100'-1"	87.0	2"	1⅜"	2½"	1¼"
95'-5"	24'-0"	6½" 6½"	15"	96'-2"	83.8	1⅝"	1½"	2"	1⅛"

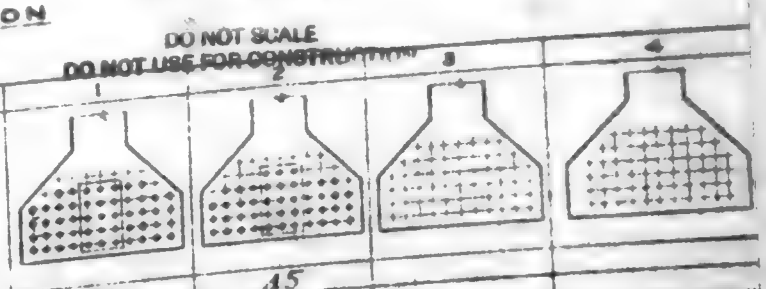


FIGURE	1	2	3	4
TOTAL STRANDS	51	45		
STR DEFLECTED	15	15		
"d" DISTANCE	5.69	5.20		
"x" DISTANCE	5.50	6.60		

DATE	REVISION

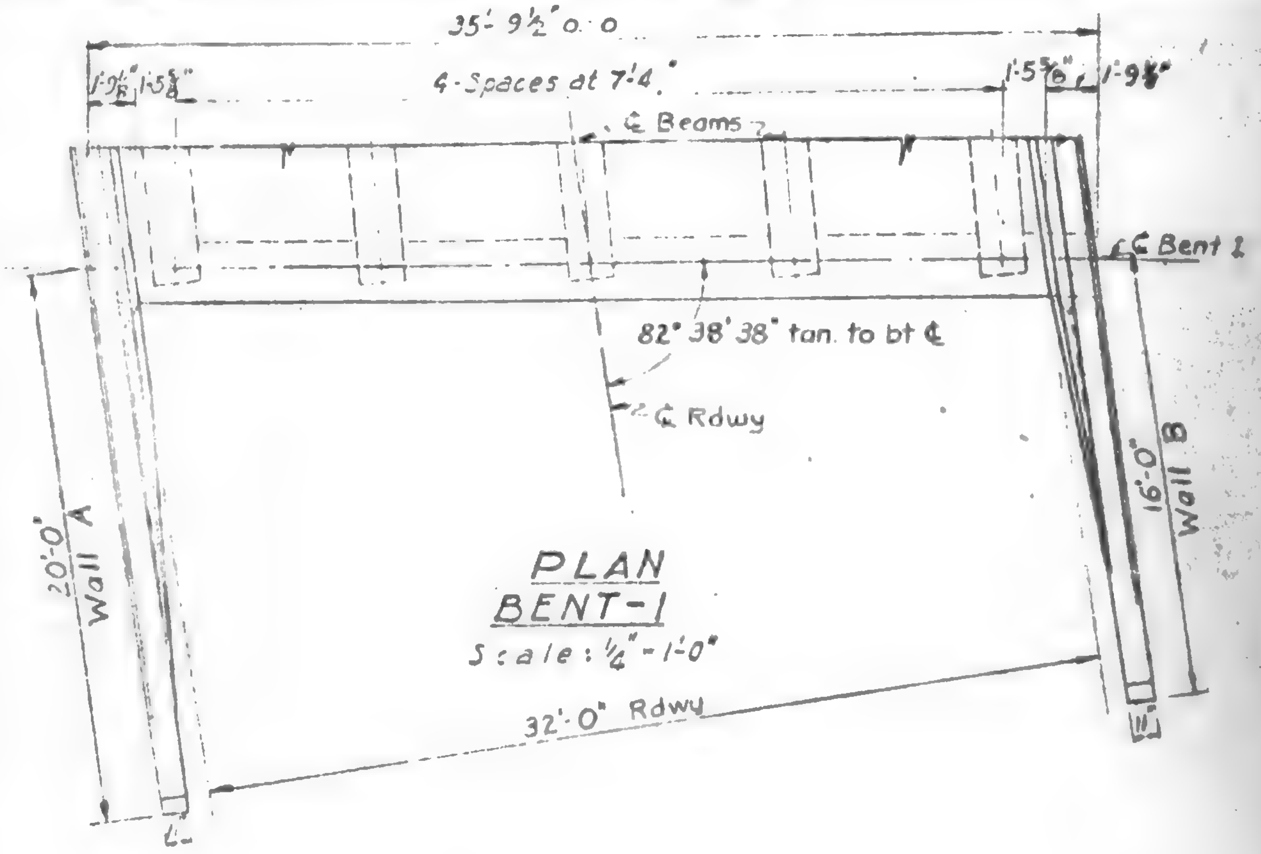
APPROVED:
BRIDGE ENGINEER
DESIGNED G.D.A. CHECKED
DRAWN CRP CALC. BOOK 1668

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PUDDING RIVER (NUSOM) BRIDGE

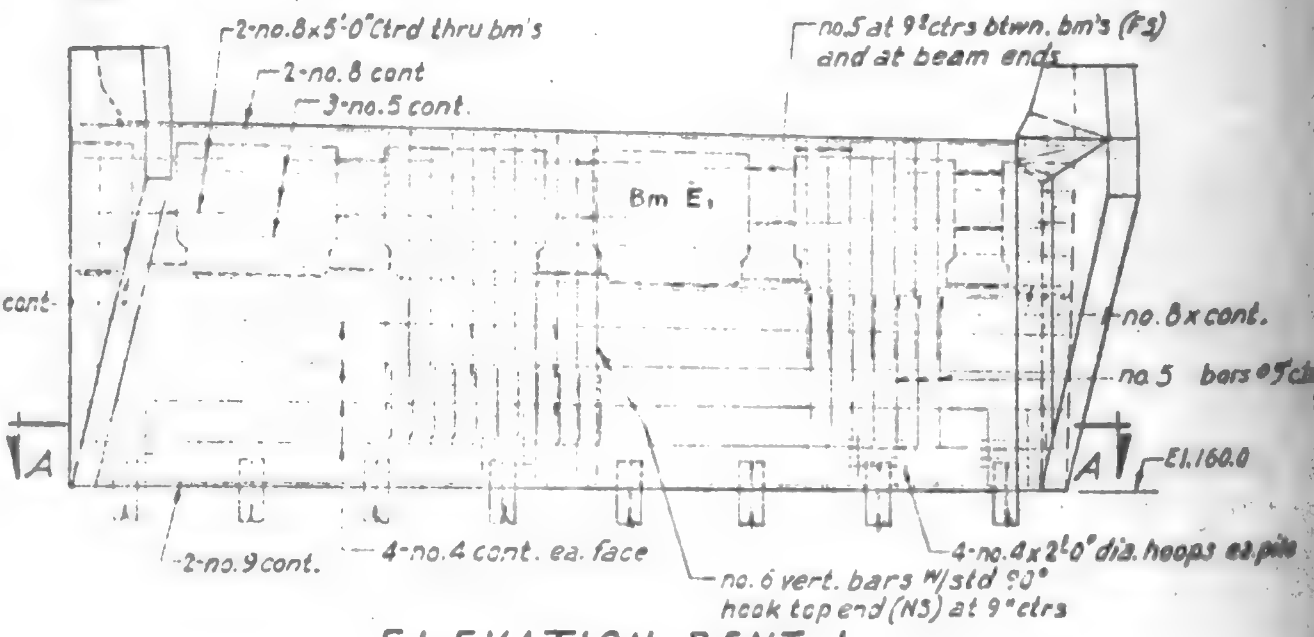
TYPE IV PRESTRESSED CONC. BEAMS
DATE Nov. 1977 SHEET 4 of 7
BRIDGE NO. 5379A DRAWING NO. 33048

6-18-76 Omitted "H" dimensions



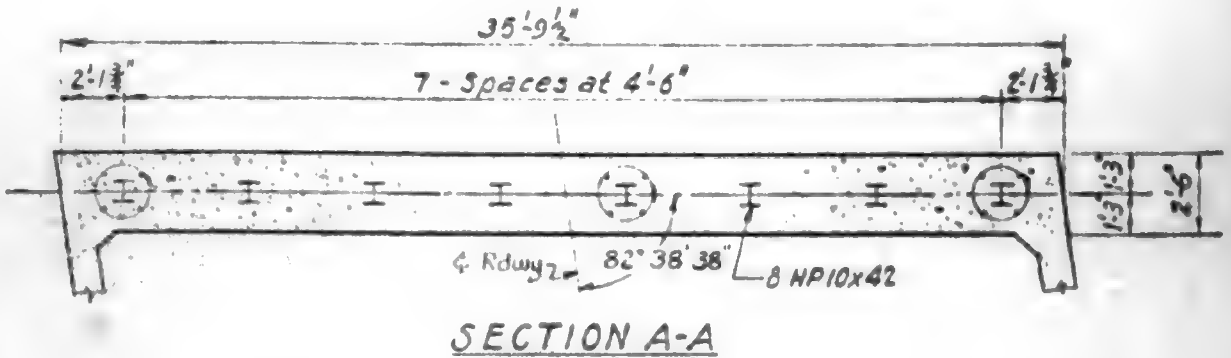
PLAN BENT-1

Scale: ¼" = 1'-0"


2-no.8x5'-0" Ctrd thru bm's
2-no.8 cont
3-no.5 cont.
no.5 at 9" ctrs btwn. bm's (F2) and at beam ends
Bm E1
2-no.9 cont.
no.8x cont.
no.5 bars @ 9" ctrs
A
A
El. 160.0
2-no.9 cont.
4-no.4 cont. ea. face
no.6 vert. bars w/std 90° hook top end (N3) at 9" ctrs
4-no.4 x 2'-0" dia. hoops ea. pile

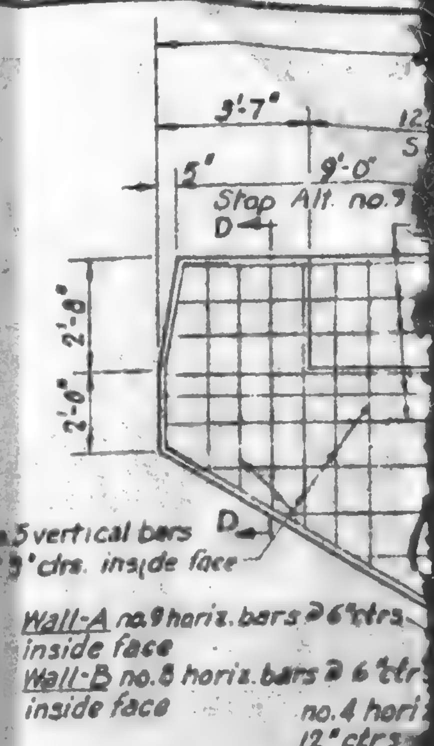
ELEVATION BENT-1

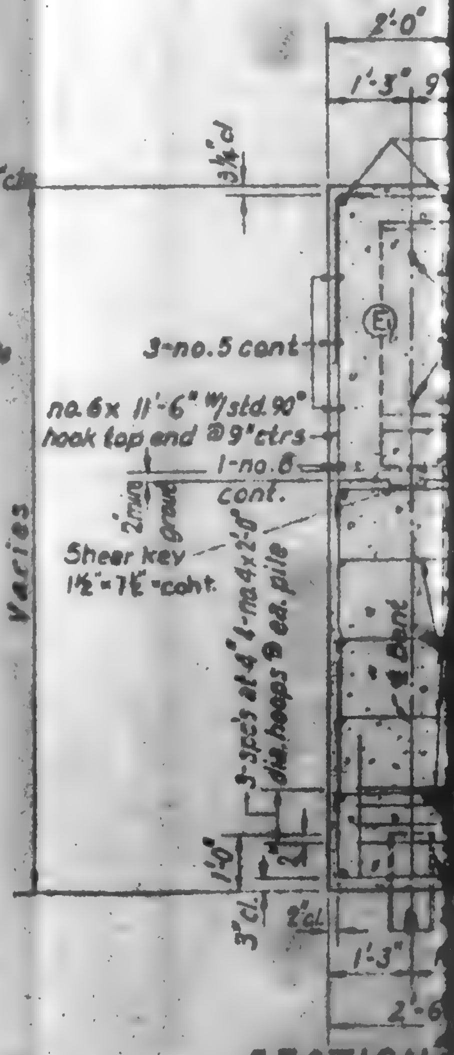
Scale: ¼" = 1'-0"



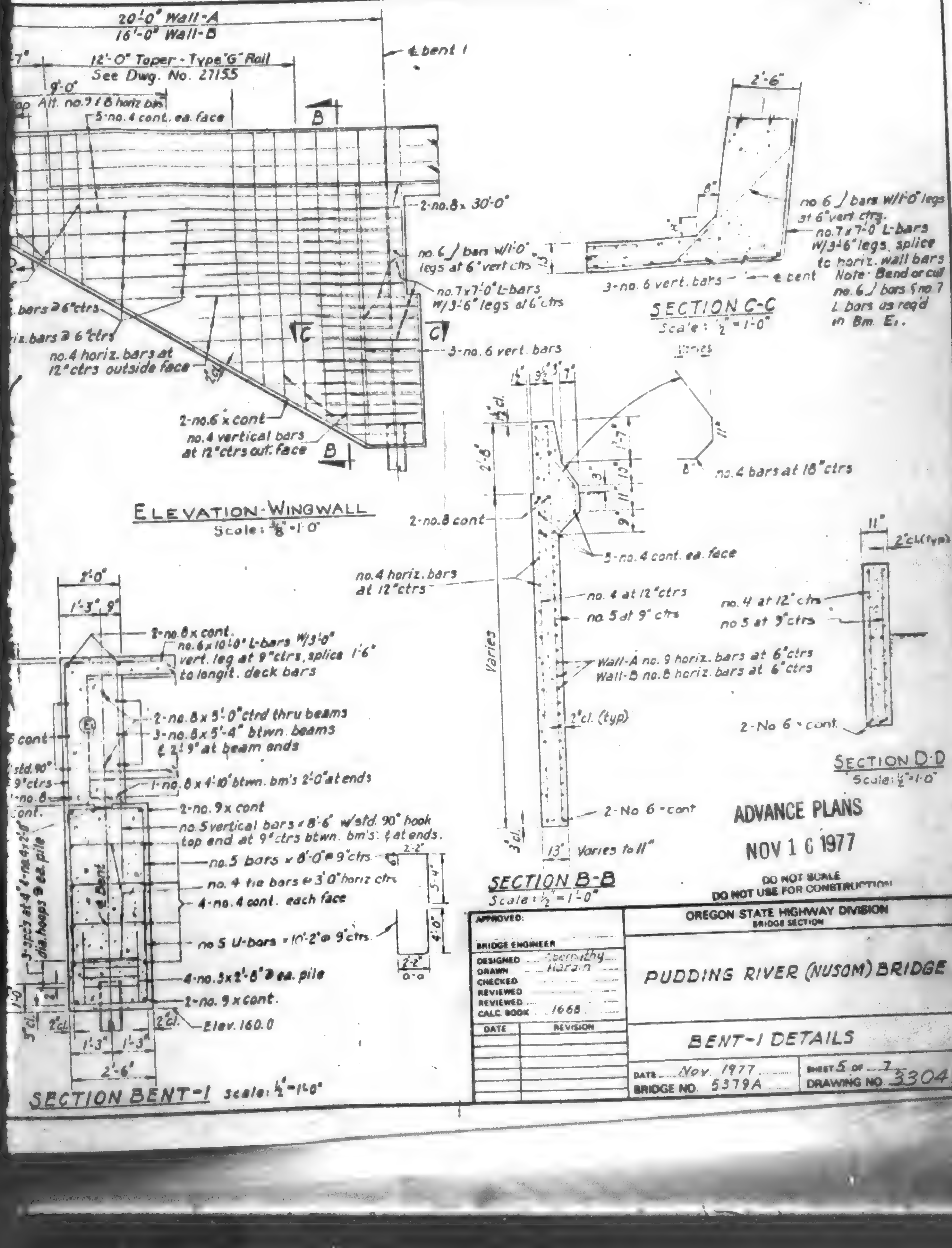
SECTION A-A

Scale: ¼" = 1'-0"


3'-7"
12
5"
9'-0"
Stop Alt. no.9
D
2'-0"
2'-0"
2'-0"
no.5 vertical bars at 9" ctrs. inside face
D
Wall-A no.9 horiz. bars @ 6" ctrs inside face
Wall-B no.8 horiz. bars @ 6" ctrs inside face
no.4 horiz. 12" ctrs



SECTION


20'-0" Wall-A
16'-0" Wall-B
12'-0" Taper - Type "G" Rail
See Dwg. No. 27155
℄ bent 1
9'-0"
Alt. no. 9 & 8 horiz. bars
5-no. 4 cont. ea. face
B
2-no. 8 x 30'-0"
no. 6 bars W/1'-0" legs at 6" vert ctrs
no. 7 x 7'-0" L-bars W/3'-6" legs at 6" ctrs
C
C
3-no. 6 vert. bars
no. 4 horiz. bars at 12" ctrs outside face
2-no. 6 x cont
no. 4 vertical bars at 12" ctrs out. face
B
2'-6"
6"
no 6 bars W/1'-0" legs at 6" vert ctrs.
no. 7 x 7'-0 L-bars W/3'-6" legs, splice to horiz. wall bars
Note: Bend or cut no. 6 bars & no 7 L bars as req'd in Bm. E1.
3-no. 6 vert. bars
℄ bent
SECTION C-C
Scale: 1/2" = 1'-0"
Varies
11"
8"
no. 4 bars at 18" ctrs
2'-8"
2-no. 8 cont
5-no. 4 cont. ea. face
no. 4 horiz. bars at 12" ctrs
no. 4 at 12" ctrs
no. 5 at 9" ctrs
Wall-A no. 9 horiz. bars at 6" ctrs
Wall-B no. 8 horiz. bars at 6" ctrs
2" cl. (typ)
Varies
2-No 6 - cont
3" cl.
13"
Varies to 11"
SECTION B-B
Scale: 1/2" = 1'-0"
11"
2" cl. (typ)
no. 4 at 12" ctrs
no 5 at 9" ctrs
2-No 6 - cont.
SECTION D-D
Scale: 1/2" = 1'-0"
ELEVATION-WINGWALL
Scale: 3/8" = 1'-0"
2'-0"
1'-3"
9"
2-no. 8 x cont.
no. 6 x 10'-0" L-bars W/3'-0" vert. leg at 9" ctrs, splice 1'-6" to longit. deck bars
2-no. 8 x 5'-0" ctrd thru beams
3-no. 8 x 5'-4" btwn. beams & 2'-9" at beam ends
1-no. 8 x 4'-10" btwn. bm's 2'-0" at ends
2-no. 9 x cont
no. 5 vertical bars x 8'-6" w/std. 90° hook top end at 9" ctrs btwn. bm's. & at ends.
no. 5 bars x 8'-0" @ 9" ctrs.
no. 4 tie bars @ 3'-0" horiz ctrs
4-no. 4 cont. each face
no 5 U-bars x 10'-2" @ 9" ctrs.
4-no. 5 x 2'-8" @ ea. pile
2-no. 9 x cont.
Elev. 160.0
2-2"
5'-4"
4'-0"
2'-2"
3-spcs at 4" & no. 4 x 2'-0" dia. hoops @ ea. pile
℄ Bent
E1
2" cl.
2" cl.
3" cl.
1'-3"
1'-3"
2'-6"
SECTION BENT-1 scale: 1/2" = 1'-0"

ADVANCE PLANS

NOV 1 6 1977

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

APPROVED:

BRIDGE ENGINEER

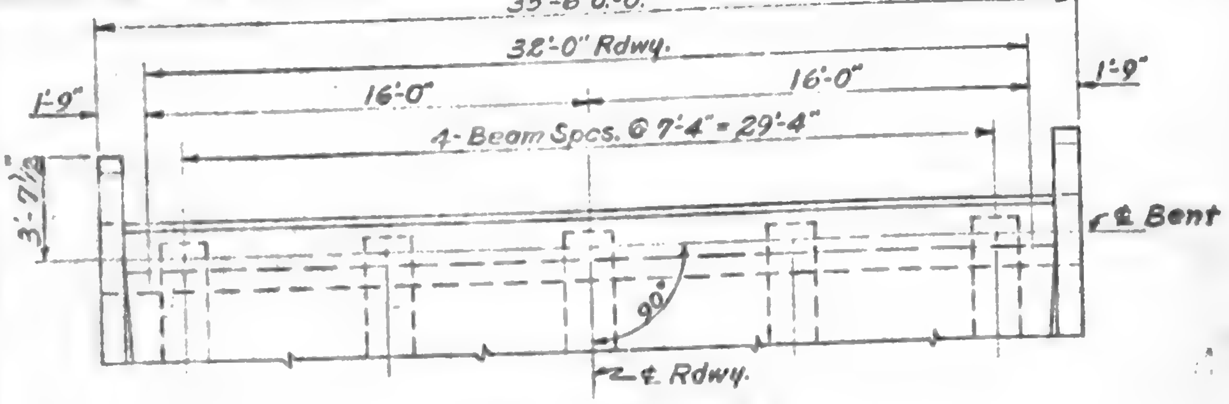
DESIGNED Abernathy
DRAWN Harain
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1668

DATE	REVISION

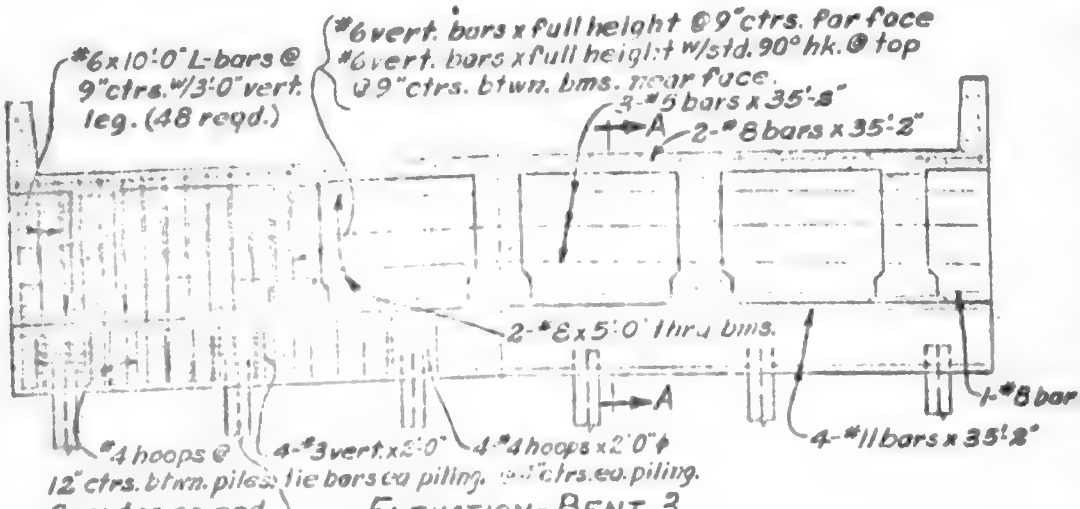
PUDDING RIVER (NUSOM) BRIDGE

BENT-1 DETAILS

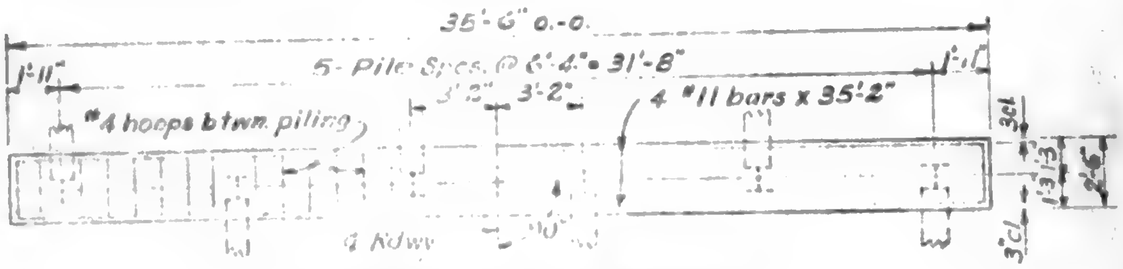
DATE Nov. 1977
BRIDGE NO. 5379A
SHEET 5 OF 7
DRAWING NO. 33049



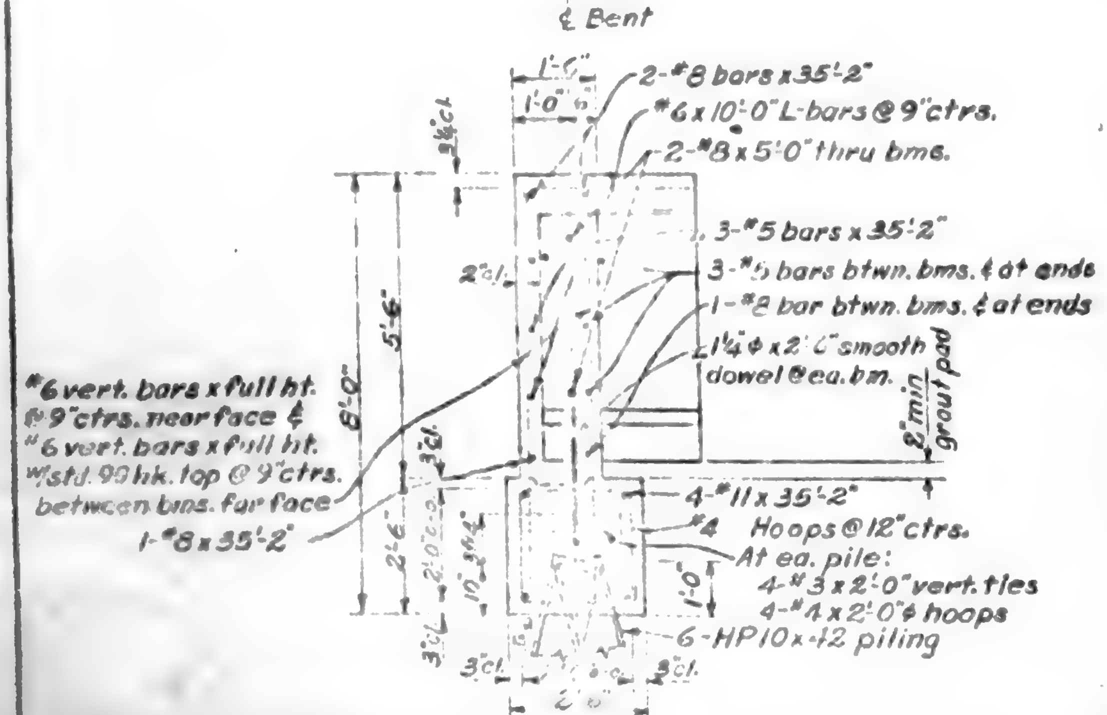
PLAN - BENT 3
Scale: ¼"=1'-0"


#6 x 10'-0" L-bars @ 9" ctrs. w/3'-0" vert. leg. (48 reqd.)
#6 vert. bars x full height @ 9" ctrs. far face
#6 vert. bars x full height w/std. 90° hk. @ top @ 9" ctrs. btwn. bms. near face.
3-#5 bars x 35'-2"
A
2-#8 bars x 35'-2"
2-#8 x 5'-0" thru bms.
1-#8 bar x 35'-2"
A
4-#11 bars x 35'-2"
#4 hoops @ 12" ctrs. btwn. piles; 2-extra ea. end of pile cap.
4-#3 vert. x 2'-0" tie bars ea. piling.
4-#4 hoops x 2'-0" ϕ @ ctrs. ea. piling.

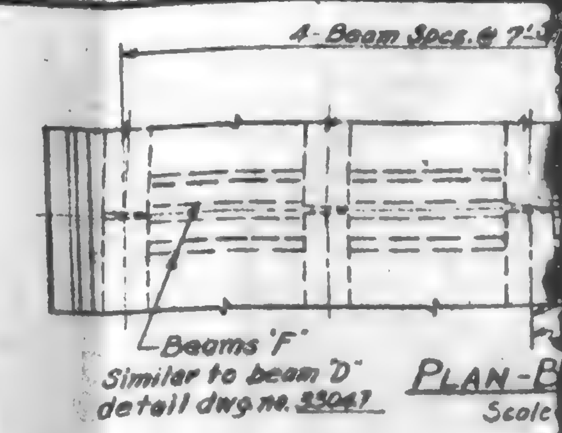
ELEVATION - BENT 3
Scale: ¼"=1'-0"

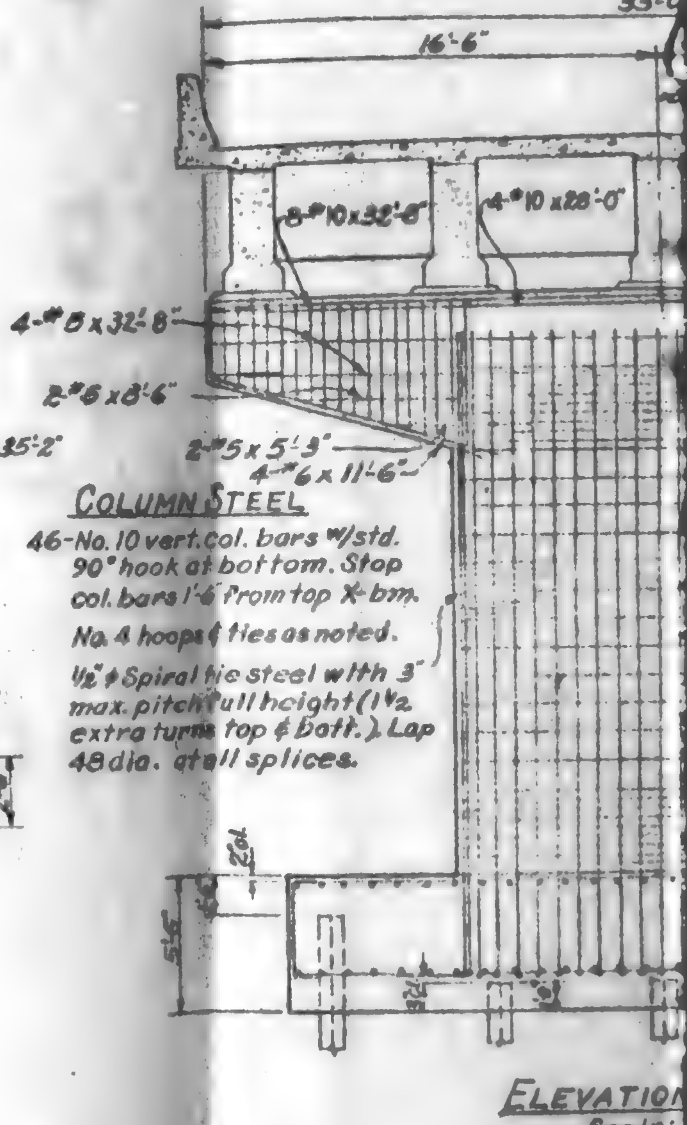


FOOTING PLAN - BENT 3
Scale: ¼"=1'-0"


℄ Bent
1'-6"
1'-0"
2½"cl.
2-#8 bars x 35'-2"
#6 x 10'-0" L-bars @ 9" ctrs.
2-#8 x 5'-0" thru bms.
3-#5 bars x 35'-2"
3-#5 bars btwn. bms. & at ends
1-#8 bar btwn. bms. & at ends
1¼" ϕ x 2'-0" smooth dowel @ ea. bm.
2" min. grout pad
2"cl.
5'-6"
8'-0"
3"cl.
#6 vert. bars x full ht. @ 9" ctrs. near face & #6 vert. bars x full ht. w/std. 90 hk. top @ 9" ctrs. between bms. far face
1-#8 x 35'-2"
4-#11 x 35'-2"
#4 Hoops @ 12" ctrs.
At ea. pile: 4-#3 x 2'-0" vert. ties 4-#4 x 2'-0" ϕ hoops
6-HP10 x 42 piling
2'-6"
2'-0"
10"
1'-0"
3"cl.
3"cl.
3"cl.
2'-6"

SECTION A-A
Scale: 1½"=1'-0"





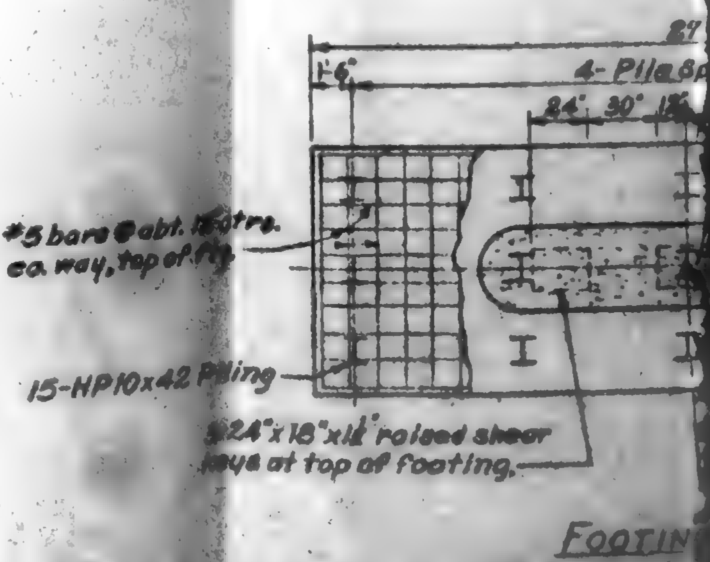
COLUMN STEEL

46-No. 10 vert. col. bars w/std. 90° hook at bottom. Stop col. bars 1'-6" from top X-bm.

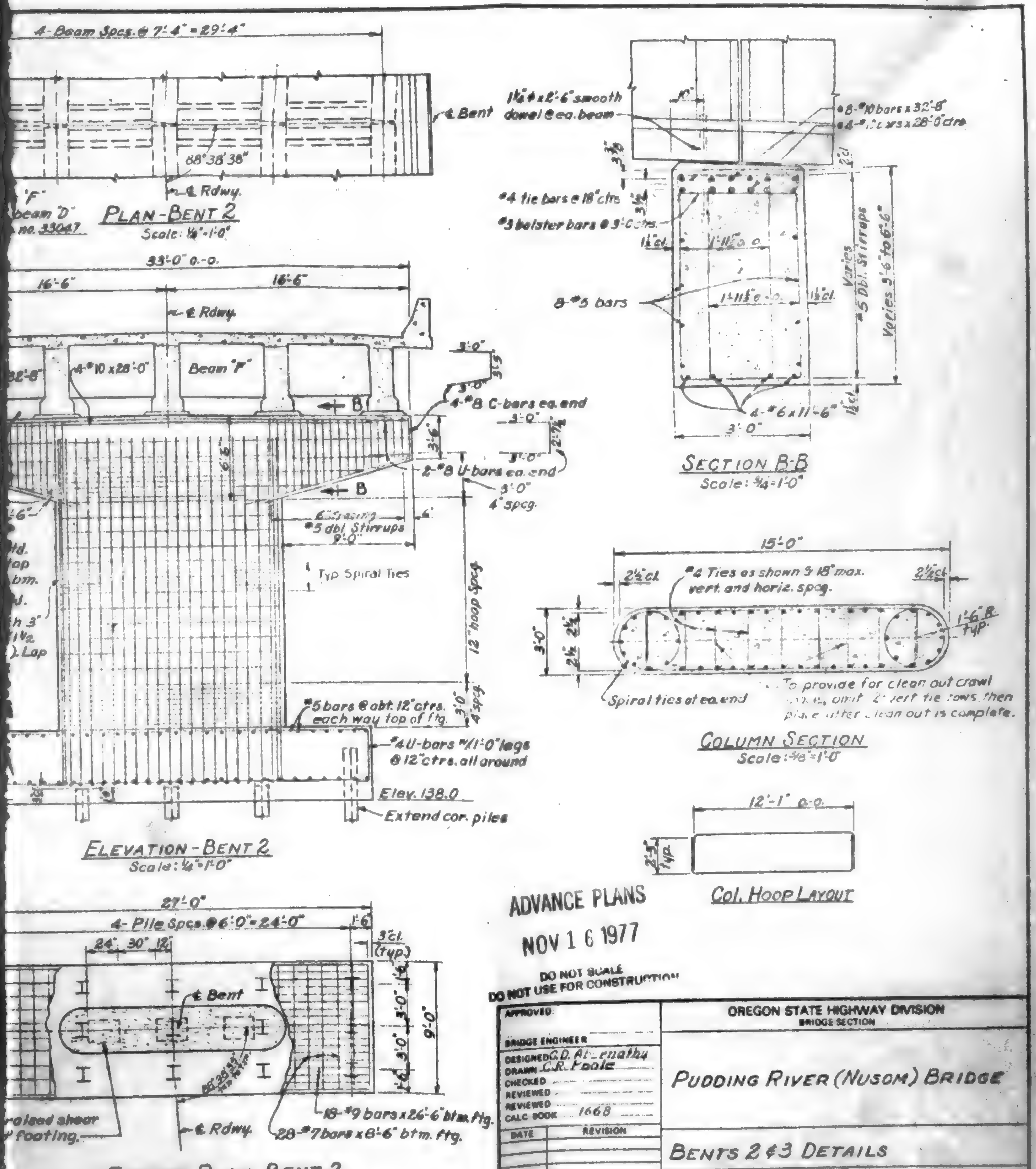
No. 4 hoops & ties as noted.

½" ϕ Spiral tie steel with 3" max. pitch full height (1½ extra turns top & bott.). Lap 48 dia. at all splices.

ELEVATION
Scale:


27
1'-6"
4-Pile Sp
24" 30" 1½
#5 bars @ abt. 12" ctrs. ea. way, top of ftg.
15-HP10x42 Piling
3-24" x 18" x 1½" raised shear keys at top of footing.

FOOTIN
Sca



PLAN-BENT 2
Scale: ⅛"=1'-0"

SECTION B-B
Scale: ¾"=1'-0"

ELEVATION-BENT 2
Scale: ¼"=1'-0"

COLUMN SECTION
Scale: ⅜"=1'-0"

COL. HOOP LAYOUT

FOOTING PLAN-BENT 2
Scale: ⅛"=1'-0"

ADVANCE PLANS
NOV 16 1977
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	
DESIGNED C.D. Abernathy DRAWN C.R. Poole CHECKED REVIEWED REVIEWED CALC. BOOK 1668	PUDDING RIVER (NUSOM) BRIDGE
DATE / REVISION	BENTS 2 & 3 DETAILS
	DATE Nov. 1977 SHEET 6 OF 7 BRIDGE NO. 5379A DRAWING NO. 33050

-8677

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

November 16, 1977

Salem, Oregon

Phil Stearns

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

SUBJECT: Federal Aid Participation
Marion County Projects

TO: Gerald W. Wimer
LOCAL PROGRAMS MANAGER

Attached is a request from Marion County to program all phases of County projects for Federal Aid participation.

My records indicate the County has five active projects:

1.)	Giesy-Yergen Road	OSP
2.)	Pudding River (Nusom) Br.	FAS-C
3.)	Silverton Road	FAU
4.)	Verda Lane Bike Path	FAU
5.)	McLeod Lane-OERR	FAU

The Giesy-Yergen Road project was applied for on the old form. Right of way for the project was probably not included as the County indicated none was required. The other projects appear to meet County desire.

Please review these projects and take appropriate steps to fulfill County's request.

POS/dea
Attach.

C.C. D.E Swan

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 17 1977
File: PM FA
LG OP
TAA Zahner

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Pat McCarthy
Walter R. Heine

EXECUTIVE OFFICER
[redacted]
Harold F. Brauner
LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

November 9, 1977

REGION 2 ENGINEER
RECEIVED
[illegible]
☐ RE RCE RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Mr. Phil Stearns
Federal-Aid Engineer, Region II
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Marion County would like to clarify its position regarding all of the phases of the current FAU, FAS-C and Off-System projects.

We would like to amend all current applications to include the following:

> "It is requested that the State Highway Division shall program all phases of each project for cost participation, whether it be FAU, FAS-C or Off-System.

If it is necessary for Marion County to submit any further amendments to the original application to accomplish the above, please so advise us and send us the necessary forms.

Sincerely,

BOARD OF COMMISSIONERS

Harry Carson Jr.
Chairman

Pat McCarthy
Commissioner

Walter R Heine
Commissioner

JAA:lk

cc: John A. Anderson
Frank McKinney
J. Bruce Boyd
Don Harwell

8677

8

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-11-77

FEDERAL AID PROJECT NO. R -585(1)

STATE PROJECT NO. See Below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70322

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-11-77

FEDERAL ROUTE NUMBER Secondary A 585

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

"Pudding River bridge (Nusom Road) Section"

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change

☒ ACQUISITION OF RIGHT-OF-WAY

CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-7-77, I approve the program change adding right of way to the character of the proposed and you are authorized to proceed with the actual acquisition at TEC NTE $1,500 - Federal Funds $1,287.

Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE

DATE 11-11-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

[illegible] 77

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 28, 1977

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: File 49926-A,B
Pudding River Bridge Section
Nusom County Road

TO:
Jim Dixon
Region 2 R/W Supervisor

This is to confirm that on October 27, 1977, we sent you two original option forms in sextuplet covering right of way to be acquired in connection with the Pudding River Bridge Section of the Nusom County Road.

The distribution number which has been assigned is 24-8227 (appraisal review).

We also sent copies of the authorization list, Mr. Scott's letter of October 26, 1977, and two prints of map 1R-4-646 covering this area and bearing our date of October 27, 1977.

File No.	Name	Area
49926-A	Bones, Harlan M. & Dorothy V.	6,125 sq. ft.
49926-B	Goin, Gerald J. & Everyll C.	6,125 sq. ft.

AC
mp

cc: John Sheldrake, print
Milner Mead, w/print&list
Frank Lowe
Title, w/print
Don Harwell (Co-City)
Armand Riveness, w/exhibit

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE FAE ☐ OPE ☐
OCT 31 1977
TA File: PM FA LG OP

8677

FAS 585

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 18, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Pudding River Bridge
Nussom Road, FAS A-585
Marion County

TO: MEMO TO THE FILES

Don Thurston in reviewing the subject plans question County concurrence with the typical section of 12 foot travel lanes and 4 foot shoulders. This was reviewed with the County by Phil Stearns and is approved. The County has also approved a 32 foot wide bridge according to the Structures Section.

The 2,000 yd^3 of borrow material will be contractor furnished.

/ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 18 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

DOC:az
cc: John Sheldrake
Lyle Watson
Walt Hart
Jack Sullivan

8677 10-13-77

				Sheet No.
PUDDING RIVER BRIDGE SEC. FAS A585(NUSOM RD) MARION COUNTY				1
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

F OREGON
WAY DIVISION
ROPOSED PROJECT

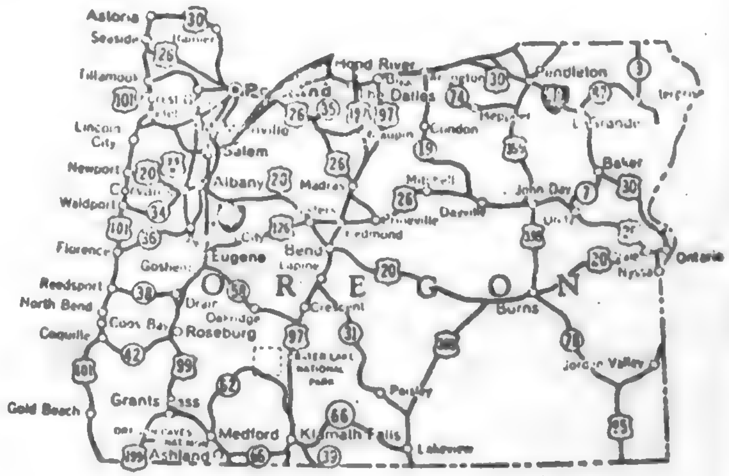
PRELIMINARY COPY
SEP 26 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED

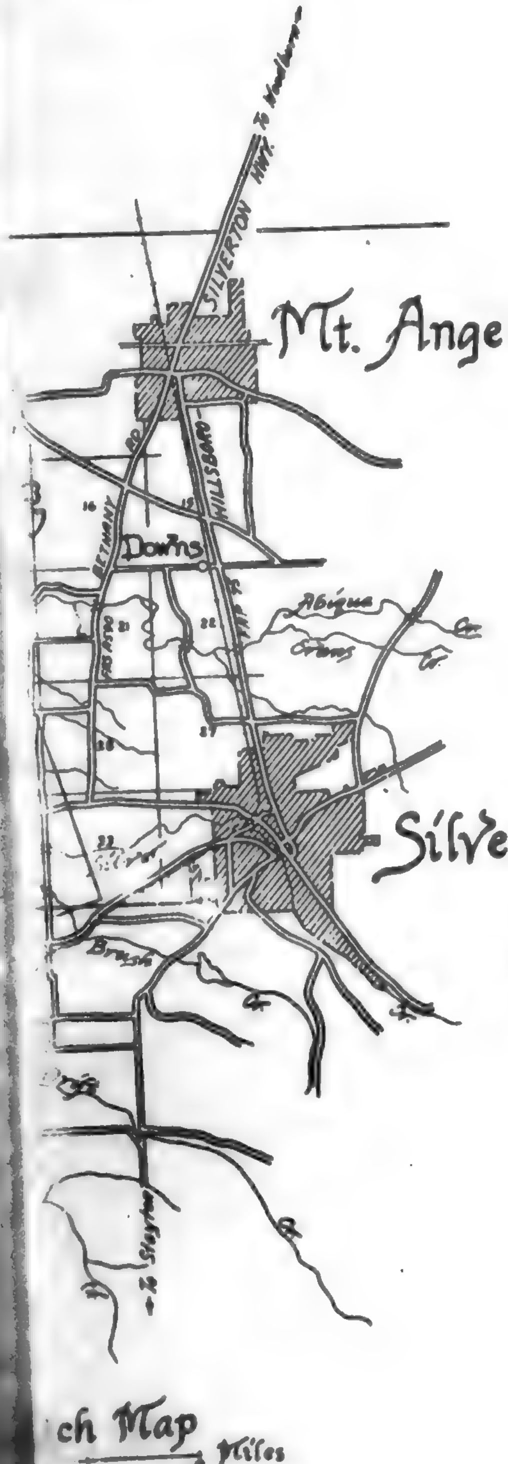
ER BRIDGE SEC.

(NUSOM RD.)

N COUNTY



10/8/77
To: D.O. Christensen



ch Map
1 3 Miles

APPROVED Oct 12 1977
BOARD OF COMMISSIONERS OF Marion COUNTY
BY Harry Carson Jr. COMMISSIONER
Pat McCarthy COMMISSIONER
COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER
EDGAR S. HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER
E. S. Hunter DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

8677

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 28, 1977

T.G. Thompson

FROM: T. G. Thompson
Supervising Design Engineer

TO: Mr. John Sheldrake
Region Engineer

SUBJECT:

Pudding River (Nusom) Bridge
Nusom Road, FAS A585
Marion County
Bridge 5379A

Please substitute the enclosed four reduced prints of drawing 32943 for the prints which were submitted with letter of September 21, 1977.

The drawing has been revised to change the span lengths and reduce the number of prestressed beams required.

GDA:dh
Enclosure

cc H. A. Schell /w/ 2
Engineering Section /w/ 1
County-City Unit

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
SEP 28 1977
File: PM FA LG OP
TAA ______

8677

FAS A585

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 21, 1977

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Pudding River Bridge Section
FAS A585 (Nusom Rd.)
Marion County

TO: MEMO TO THE FILES

The Structures Section has reduced the length of the structure over Pudding River. This requires additional right-of-way and embankment.

I discussed these changes with Mr. Bob Jurica, Marion County. The County is in agreement with the proposed revisions.

The additional right-of-way will be obtained by the County and be completed by December 15, 1977.

Additional embankment of 2,100 cu. yds. is to be contractor furnished.

The existing structure is to become the property of the contractor for disposal. None of it is to be salvaged or stored at the County Shops.

The project is scheduled for a January 26, 1978, bid opening. After the grading plans are revised, new preliminary plans will be distributed. The structure design will be completed for the proposed bid opening.

1 Versteeg ✓
2 Christensen Doc
George
Olson
Torpin
Sullivan
3 Scott
Savage

RECEIVED
SEP 21 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

LKW:az
cc: John Sheldrake
Walt Hart
Bob Jurica, Marion County
Jack Sullivan
Will McGill

8677

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 21, 1977

FROM: T.G. Thompson
Supervising Design Engineer

TO: C.O. Fredrickson
Regional Engineer

Attn: Phillip Stearns
Regional Federal Engineer

SUBJECT: Pudding River (Nusom) Bridge
Pudding River (Nusom) Section
FAS A 585 - Nusom Rd.
Marion
5379A

Enclosed are four reduced prints of Drawings 32943 and 31999, which are the preliminary plan and elevation and vicinity map for subject structure. The estimated cost, including an allowance for engineering and contingencies, is $278,000.00.

Plans as detailed have no A.C. wearing surface which assumes that the County will not use salt on this bridge. Structures in areas where salt is used require A.C. wearing surfaces and waterproof membranes. To construct the structure without A.C. wearing surfaces requires a letter from the County stating that they will not use salt at this location.

These are being sent to you to obtain Marion County's approval. Please return one set to this office with the County Commissioner's approval stamped thereon and a statement as to salting as soon as possible.

It is planned to call for bids on this section on January 26, 1978.

GDA:dls

cc H.A. Schell /w/2 encl.
Road Design /w/1 encl.
County-City Unit

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
SEP 23 1977
Prange et al
File: PM FA
LG OP
TAA ____________

8677

9

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 8, 1977

FROM: Adele L. Egan
Right of Way Office Manager

SUBJECT: Right of Way Services Agreement
#74
Pudding River Bridge (Nussom Road)
Marion County

TO: Jim Dixon
Region 2 R/W Supervisor

MISC. CONTRACTS and
AGREEMENTS No. 6273

Attached are two copies of the Right of Way Services Agreement with Marion County for the State's assistance in the right of way acquisition for the Nussom Road Bridge Project.

The prefix for work on this project is 24-8227.

AE
mp
Attach.

cc: Cecil Head, w/ orig.
Fred Friedow, w/c
Local Programs Unit, w/c
Appraisal, w/c

8/15/77
noted in
agree. book

NOTED
C. W. HEAD

.8677

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 22, 1977

FROM: Von E. Hemmert
Von E. Hemmert
Hydraulics Specialist

TO: FILE

SUBJECT: Pudding River Bridge
Nusom Road
FAS A585
Marion County

Nusom Road crosses the Pudding River approximately three miles northwest of Silverton in Marion County. Purpose of the project is to replace the existing wood and steel bridge.

The existing bridge is a timber trestle structure about 300 feet long consisting of eleven timber spans over the low ground to the east of the river, a 70-foot long steel pony truss over the main channel, and three timber spans on the westerly side of the river.

Hydrology

The Pudding River drains an area of about 200 square miles at the subject crossing. Regional analysis of this basin indicates that the following discharges could occur at the crossing:

50-year flood	16,275 cfs
25-year flood	14,215 cfs
10-year flood	11,370 cfs

Available records indicate that in 1964 a peak of about 16,370 cfs occurred at this bridge site. The 1964 peak flood value was used in the analysis for the bridge replacement.

Summary

The roadway grade easterly of the bridge is lower than the bridge and floods almost every year. There is one house easterly of the bridge that has also been flooded in the past.

In 1964 the highwater reached an elevation of 162.0. The structure itself was not submerged but the roadway would have had about a 2.2-foot depth of water at the lowest point of the sag. A flood of unknown discharge prior to 1964 was about 0.5 foot higher. According to Ted Debacon, Marion County Highway Department, flow velocities across the highway during flooding are relatively fast and the roadway shoulders have been paved for erosion protection.

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JUL 25 1977
File: PM FA
TAA ________ LG OP

NOTED
.... OR C. HOLMES

File
July 22, 1977

Using the 1964 discharge of 16,370 cfs, it is estimated that about 14,055 cfs went through the bridge with the remaining 2,315 cfs flowing across the roadway sag inundating some 850 feet of roadway.

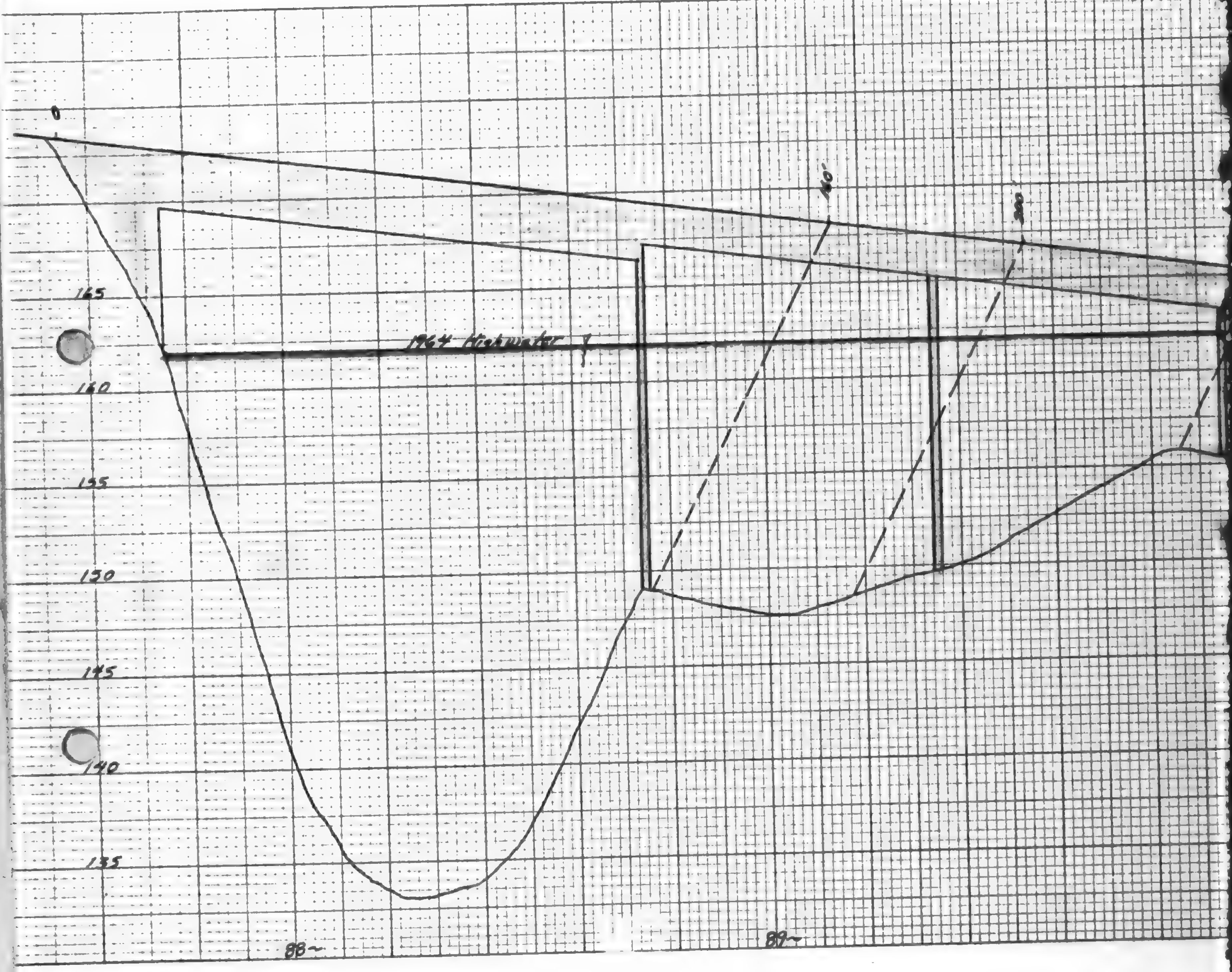
Analysis of this bridge was accomplished with the aid of the Federal Highway Administration computer program, "Hydraulics of Bridge Waterways". Backwater values for different proposed bridge lengths were calculated and compared to the estimated backwater for the existing bridge during the 1964 flood. The analysis started with the existing bridge length of about 300 feet and then the easterly end was systematically shortened until the flood plain on the easterly side of the river was eliminated. A 2:1 end slope was used at the easterly end of the bridge. The following results were obtained from this analysis. (See the attached sketch for the easterly abutment positions.)

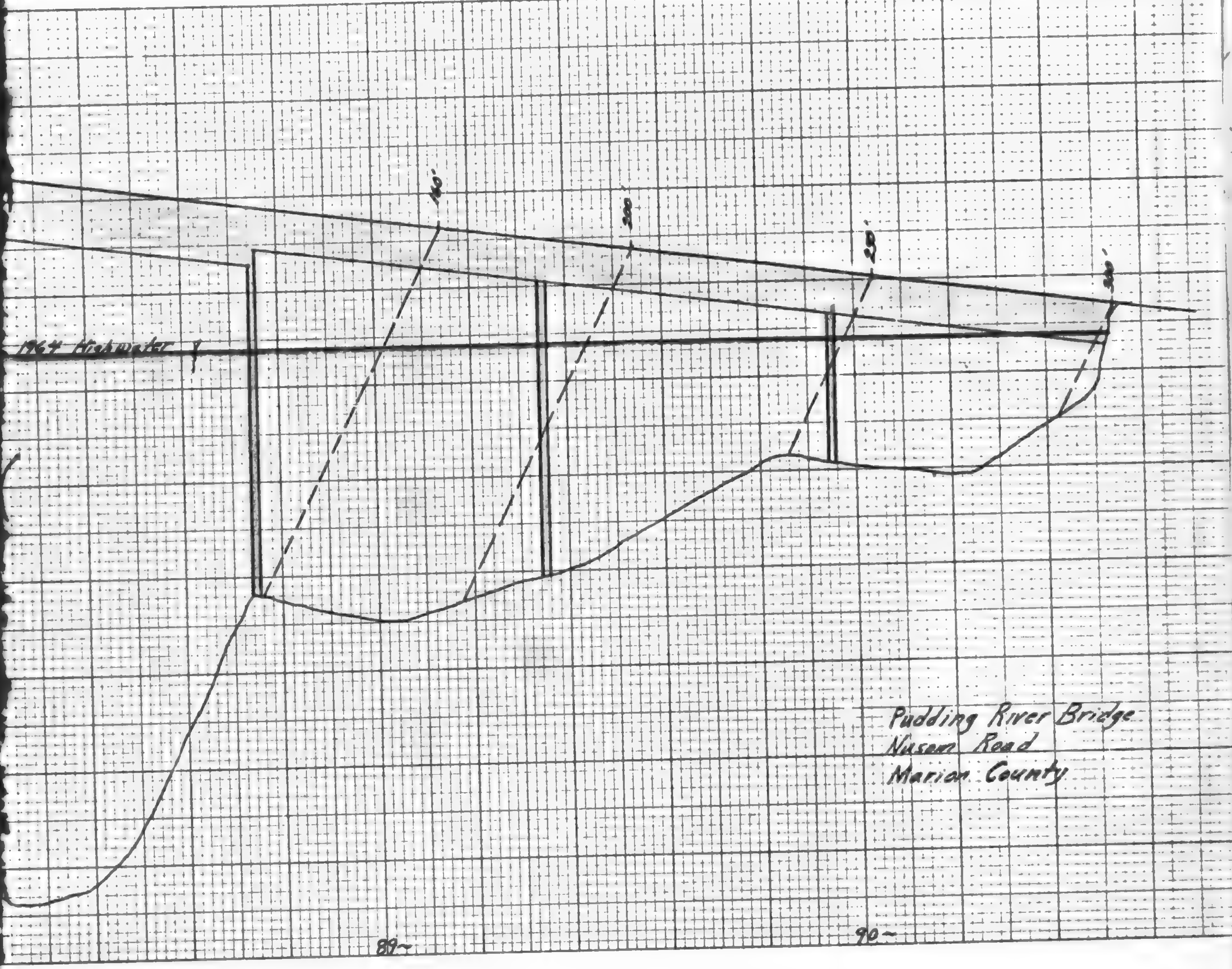
Bridge Length Ft.	Backwater Ft.	Average Velocity fps	Channel Velocity fps
300 (existing	0.08	3.8	6.6
300 (proposed)	0+	3.8	6.6
250 "	0.02	4.1	6.6
213 "	0.08	4.5	6.6
200 "	0.14	4.8	6.6
160 "	0.51	5.9	6.6

It should be noted that these backwater values are theoretical and because of the road overflow conditions that exist at this location, the high water level will not raise as much as indicated by the backwater figures with the shorter bridges. The main concern should be whether or not the house that presently floods can withstand the additional highwater that may result with the use of a shorter bridge.

Debris is a problem in this river and the new structure should span the main channel. Erosion should not be a major problem but Class 50 or Class 100 riprap should be used on all fresh embankment slopes that are subject to erosion.

Attachment
FEH:mc
cc Frank E. Terpin
W. J. Hart (2)
J. H. Versteeg
Don Harwell
Jack Davis
John Sheldrake


0
40'
20'
165
1964 Highwater
160
155
150
145
140
135
88~
89~



Pudding River Bridge
Nusom Road
Marion County

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge -	cfs	16,370	—	16,370
	m^3/s	463.6	—	463.6
Frequency - yrs.		—	100	—
H.W. Elevation Natural Channel	ft.	162.0	—	162.0
	m.	49.4	—	49.4
H.W. Elevation Channel Change	ft.	—	—	—
	m.	—	—	—
Average Velocity -	fps	4.0±	—	3.8
	mps	1.4±	—	1.2

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Pudding River Bridge
Nusom Road
Marion County

COMPILED BY: V. E. Hemmert

DATE: 7/25/77

8677

524-1903

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Pat McCarthy
Walter R. Heine

EXECUTIVE OFFICER
Bruce Prosser

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

July 1, 1977

REGION 2 ENGINEER
RECEIVED
JUL 11 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Mr. Phillip O. Stearns
Region II Federal Aid Engineer
2960 E. State Street
Salem, Oregon 97310

RE: Pudding River Bridge-FAS A585
(Nusom Road)

Dear Mr. Stearns:

The preliminary plan of the subject bridge project on Nusom Road has been reviewed by the Department of Public Works and are approved as submitted. ✓

The State's manner of expediting this project is greatly appreciated.

Sincerely,

BOARD OF COMMISSIONERS
FOR MARION COUNTY, OREGON

C.C. Bob Ellison Br-Sec.

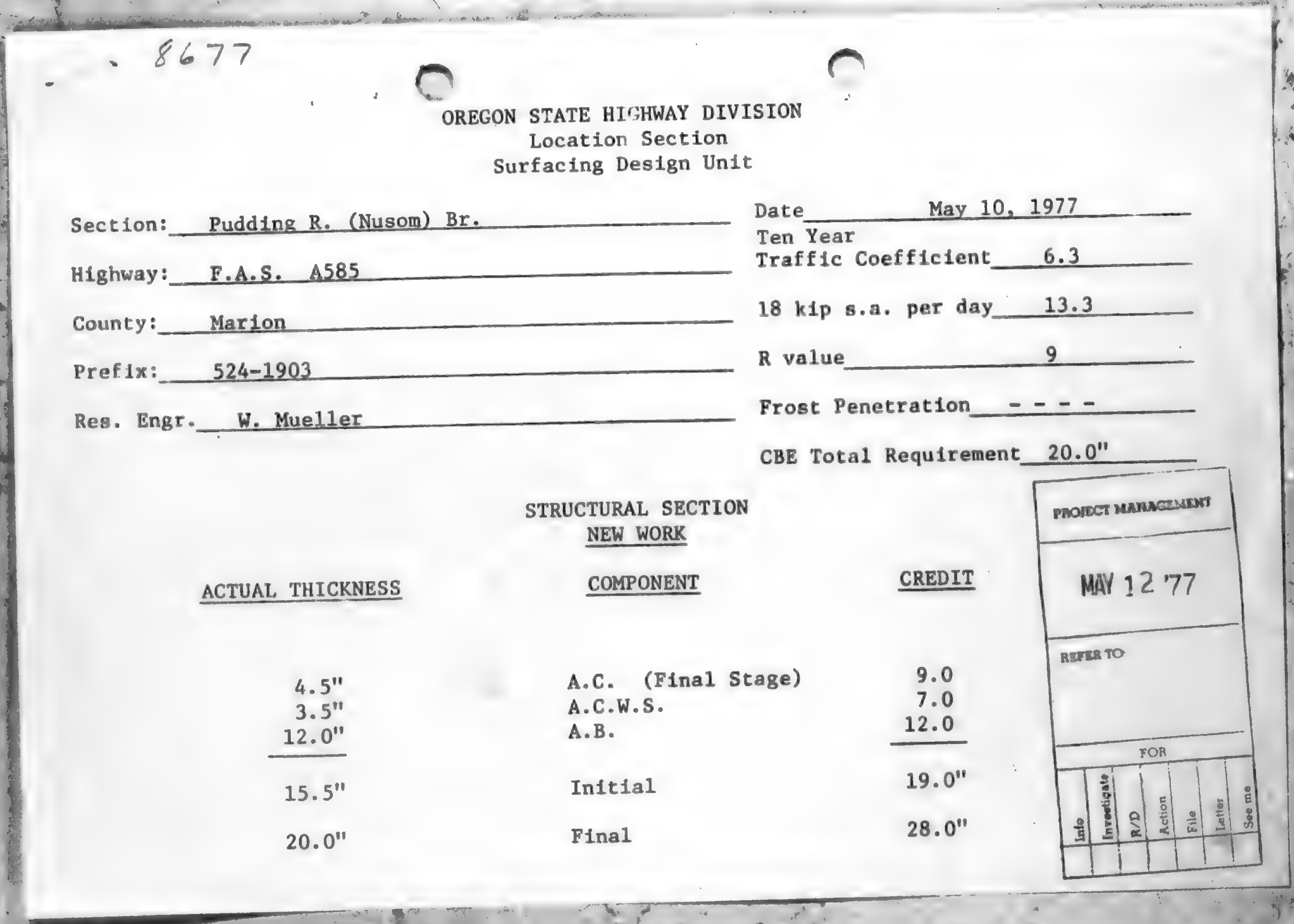
Harry Carson Jr.
Chairman

Pat McCarthy
Commissioner

Walter R Heine
Commissioner

RCJ:lk

Don H.



8677

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Pudding R. (Nusom) Br.

Highway: F.A.S. A585

County: Marion

Prefix: 524-1903

Res. Engr. W. Mueller

Date May 10, 1977

Ten Year Traffic Coefficient 6.3

18 kip s.a. per day 13.3

R value 9

Frost Penetration - - - -

CBE Total Requirement 20.0"

PROJECT MANAGEMENT
MAY 12 '77
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter	See me

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.5"	A.C. (Final Stage)	9.0
3.5"	A.C.W.S.	7.0
12.0"	A.B.	12.0
15.5"	Initial	19.0"
20.0"	Final	28.0"

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Pudding R. (Nusom) Br.
Highway: F.A.S. A585
County: Marion
Prefix: 524-1903
Res. Engr. W. Mueller

Date May 10, 1977
Ten Year Traffic Coefficient 6.3
18 kip s.a. per day 13.3
R value 9
Frost Penetration - - - -
CBE Total Requirement 20.0"

STRUCTURAL SECTION
* "EXISTING ROADWAY"
(19.0' Width)

ACTUAL THICKNESS	COMPONENT	CREDIT
4.5"	A.C. (Final Stage)	
1.5"	A.C.O.L., Cl. E, with an extra allowance (1.0") for leveling.	

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

* Deflection measurements indicate that for a Ten Year Design Period six inches asphaltic concrete overlay is required. To satisfy the requirement, a one and one-half inch flexible mat will be placed now with the final stage to be placed at some future date depending upon visual inspections and deflection measurements. The Final Application shown for "New Work" is controlled by the requirements of the "Existing Roadway."

8677

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 524-1903

INTER-OFFICE CORRESPONDENCE

April 21, 1977

Salem, Oregon

Phil Stearns

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

SUBJECT: Pudding River Bridge
Nusom Road
Marion County
FAS A585

TO: Geroge N. Hopkins
LOCAL GOVERNMENT PROGRAMS ENGINEER

Attached is a letter from Marion County requesting the subject bridge be designed for 32' width.

Considering the roadway width is only 20', with 2-4' shoulders, the request is reasonable.

The Region Office concurs with the request and recommends the structure be designed for 32' width. Please forward the request through normal channels for approval.

POS/dea
Attach.

Prompt
Pls handle
H

RECEIVED
APR 22 1977
LOCATION
SECTION

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

April 15, 1977

REGION 2 ENGINEER
RECEIVED
[illegible]

☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon State Highway Division
2960 East State Street
Salem, Oregon 97310

RE: FAS-C Project Nusom Rd. Bridge

FAS 1585

Dear Mr. Stearns:

We have been informed that the projected traffic figures on this section of Nusom Road (CR 634) calls for the design of a 40-foot wide bridge in accordance with F.H.W.A. criteria.

This is a request to relax the standards and proceed on a design width of 32-feet. This would include two 12-foot travel lanes and obstruction clearances of four feet on each side. The existing structure is 26-feet wide accomodating a 20-foot wide travel area. Because the approach width to the structure is 20-feet wide and only minor widening (two to four feet total) is ever envisioned for the roadway, any extra width over 32-feet becomes an unreasonable expenditure.

Your kindly attention to this matter is appreciated.

Very truly yours,

John A. Anderson
Director of Public Works

Robert C. Jurica

Robert C. Jurica
Supervising Engineer

RCJ:ksf

c.c. D.E. Swan
Len Wallace
J.H. Verstoeg

8677

524-1903

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

April 6, 1977

Thurston

Mr. Warren E. Mueller
Resident Engineer
Oregon State Highway
P.O. Box 14030
Salem, Oregon 97310

Dear Mr. Mueller:

The special provisions and detour sighing map for the Nusom Road Bridge Project have been reviewed. Corrections are noted on the attachments.

Thank you for the opportunity to comment.

Very truly yours,

John A. Anderson
Director of Public Works

Robert C. Jurica
Supervising Engineer

RCJ:lk

Attachments

4-15-77 1 cc- Bob Ellison w/attach
Don Haswell " "
Art Brammill " "

PROJECT MANAGEMENT

APR 15 '77

REFER TO: Prang

FOR

[illegible]	Investigate	R/D	Action	File	Letter	See me
☒						

1977

NOTED
MAINOR C. HOLMES

REMOVAL OF BRIDGES

SCOPE - Under these provisions, the contractor shall remove the existing bridge over Pudding River.

GENERAL REQUIREMENTS - Removal work, disposal work and measurement shall be in conformance with Section 202, supplemented and/or modified as follows:

SALVAGE WORK - ~~The steel~~ All portions of the existing bridge shall be ~~salvaged~~ disposed of by the Contractor. ~~and stockpiled at the Marion County Shops. The trusses shall be salvaged intact. Floor beams and stringers shall be matchmarked and all connection rivets shall be removed.~~

MEASUREMENT - There will be no measurement of the above work.

PAYMENT - Payment for the above work will be made at the contract lump sum price for the item "REMOVAL OF STRUCTURES AND OBSTRUCTIONS".

SECTION 251 - STRUCTURE EXCAVATION

Structure excavation and backfill shall be performed in conformance with Section 251 of the STANDARD SPECIFICATIONS supplemented and/or modified as follows:

251.32 FOUNDATION EXCAVATION AND BACKFILL - Where concrete in footings is shown on the plans to be poured against undisturbed material, excavation for footings shall be made as nearly as possible to neat lines of the footings. Where material will not stand vertically after excavation, all space between the footing and remaining undisturbed material shall be filled with footing concrete to the top of the footing. For this purpose, concrete poured against steel sheet piles in cofferdams or cribs shall be considered as being against undisturbed material, whether or not the steel sheets are later removed. No separate payment will be made for concrete poured outside neat lines of the footings.

251.33 PRESERVATION OF CHANNEL - No excavation or other work shall be performed in free-flowing water from October 15 to June 15. Where footings fall in the free-flowing stream excavations shall be isolated from the stream by berms, cofferdams or cribs.

SECTION 503 - PILES

Piles shall be furnished and driven in conformance with Section 503 of the STANDARD SPECIFICATIONS supplemented and/or modified as follows:

503.33 DRIVING PILES - Prestressed concrete piling which do not attain the required bearing when the pile has been driven to the "order length" shall be allowed to stand for a "set period" without driving. The "set period" shall be a minimum of 24 hours unless otherwise approved by the engineer. After the set period test driving shall be performed on one pile at each bent. Test driving shall consist of operating the driving hammer at full rated energy on the pile and then measuring the bearing value of the pile. The engineer will designate the piles on which test driving is to be performed.

If the required bearing value has been attained for each pile on which test driving is performed as specified, then the remaining piles in that bent shall be considered satisfactory and additional driving will not be required. If test driving of said designated piles demonstrates that the required bearing

5677

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON 97310

DATE MARCH 18, 1977

TO JOHN W. SHELDRAKE
REGION II ENGINEER

FROM WARREN E. MUELLER Warren E Mueller
RESIDENT ENGINEER

SUBJECT PUDDING RIVER BRIDGE
5379A
NUSOM ROAD (CR. # 634)
FAS A585
MARION COUNTY
LOCATION NARRATIVE

HISTORY Authority for Survey for this 0.10 mile section was submitted October 6, 1976. No reconnaissance had been done at that time. The draft prospectus stated that the structure be replaced with only 100 feet of road work at each end anticipated.

The present structure is a wood trestle with a 70 foot steel truss (wood deck) across the Pudding River. The county is desirous of having of having it replaced with a reinforced concrete bridge structure.

The present ADT is 550 vehicles with a projected 20 year ADT of 935. It was requested that the structure be constructed on the present vertical alignment.

No special drainage problems are anticipated at the bridge site. The 1964 flood reached an elevation of 162.0, but a previous flood was about 0.5 higher. The bottom of the 18" stringers at the low end of the bridge are at elevation 161.4 with an ascending grade on the bridge of 3.40%. The structure itself was not submerged.

The project assignment November 9, 1976 stated that "no changes in horizontal or vertical alignment are proposed." The county had run line and set control points for right of way. The west end or high end of the bridge is in a small cut in the river bank. At this point the center line and the upstream side of the bridge are the same. The roadway, about 100 feet beyond this point, is entirely on the north side of the center line and the shoulder of the road is at the right of way line. Right of way is 50 feet in width.

The proposed section is to be two 11 foot lanes with two 4 foot shoulders. In discussions with Marion County it was determined that the new structure should follow the center line of the right of way. This will entail construction of approximately 250 feet of road way at the west end of the project.

It is proposed that we keep the present roadway intact and widen to the side. with a complete overlay over the new and old to blend the completed roadway into the existing road at its terminuses.

STANDARDS Proposed for this section is a Class C (2) highway. Maximum design allowable for curvature and grade is 5° and 6% respectively. Deviation from this standard is not anticipated.

(a) 6° curve, delta 24° 49', radius 954.93, length 413.61, with no spirals.
(b) A 200 foot taper section on the inside of the curve to join the new section to the old.
(c) 100 foot taper section on the east end.
(d) 50 foot sections on guardrail to protect blunt bridge ends. Longer section would require fill widening at the east end which would require additional right of way.

TYPICAL SECTION Proposal is for 12 two 11 foot travel lanes with 4 foot shoulders for the bridge design. To keep with the existing county road the lanes across the bridge will probably be stripped for a 10 foot lane by county forces.

BRIDGE REPLACEMENT The existing timber structure will become the property of the contractor to be desposed by him in a manner consistant with DEQ and other regulations. The steel span will be dismantled leaving the two 70 foot trusses in tact with floor beams matchedmarked and the trusses transported to the Marion County shops. A bridge end panel should be placed at each end. If the bridge is constructed of precast slabs provision should be made for asphalt wearing surface.

A structure with glue laminated timber members was suggested as an alternative, but is not looked on with much favor as the long term maintenance costs would probably make its cost equal to the concrete structure.

The proposed bridge is to have a 30 32 foot roadway with no provision for sidewalks or bike paths.

ACCESS No change from present status.

MATERIAL Commercial sources in the Silverton - Salem area will be used. It is suggested we use guidelines for small quantities in the grading work with structural concrete following the regular standard provisions.

UTILITIES Continental Telephone Company of the Northwest and Portland General Electric are on joint use poles on the south side of the roadway. One pole and guy wire at the west end will require moving.

PERMITS ~~Wetlands permit required. This project has been included in State Highway Division general permit covering this work.~~ See Below

AGREEMENTS An agreement with Marion County will be required.

ENVIRONMENTAL A project environmental assessment is attached. There are no parks in the area.

PERMITS: This project would be covered, and then general permit to authorize fill in some waters under the jurisdiction of the Corps of Engineers.

SECTION 104 - SCOPE OF WORK

104.05 MAINTENANCE OF TRAFFIC THROUGH THE WORK - Maintenance of traffic through the work shall be performed in conformance with the STANDARD SPECIFICATIONS supplemented and/or modified as follows:

The contractor will be permitted to close the project through traffic, but access to local residences must be provided at all times.

The project shall not be closed to through traffic until such time as the contractor has labor, equipment and materials on the project and is ready to prosecute the work in a continuous and efficient manner.

SECTION 105 - CONTROL OF WORK

105.06 COOPERATION WITH UTILITIES - Arrangements for removing, relocating or adjusting of utilities on this project is the responsibility of the contractor. The contractor shall contact the county for information regarding these arrangements.

SECTION 106 - CONTROL OF MATERIALS

106.03 FURNISHING MATERIAL FROM OUTSIDE SOURCES - No state controlled sources are being offered for use on this project. All material sources shall be provided by the contractor.

SECTION 108 - PROSECUTION AND PROGRESS

108.08 CONTRACT TIME FOR COMPLETION OF WORK - The work to be done under the contract shall be completed before the elapse of ___ calendar workdays.

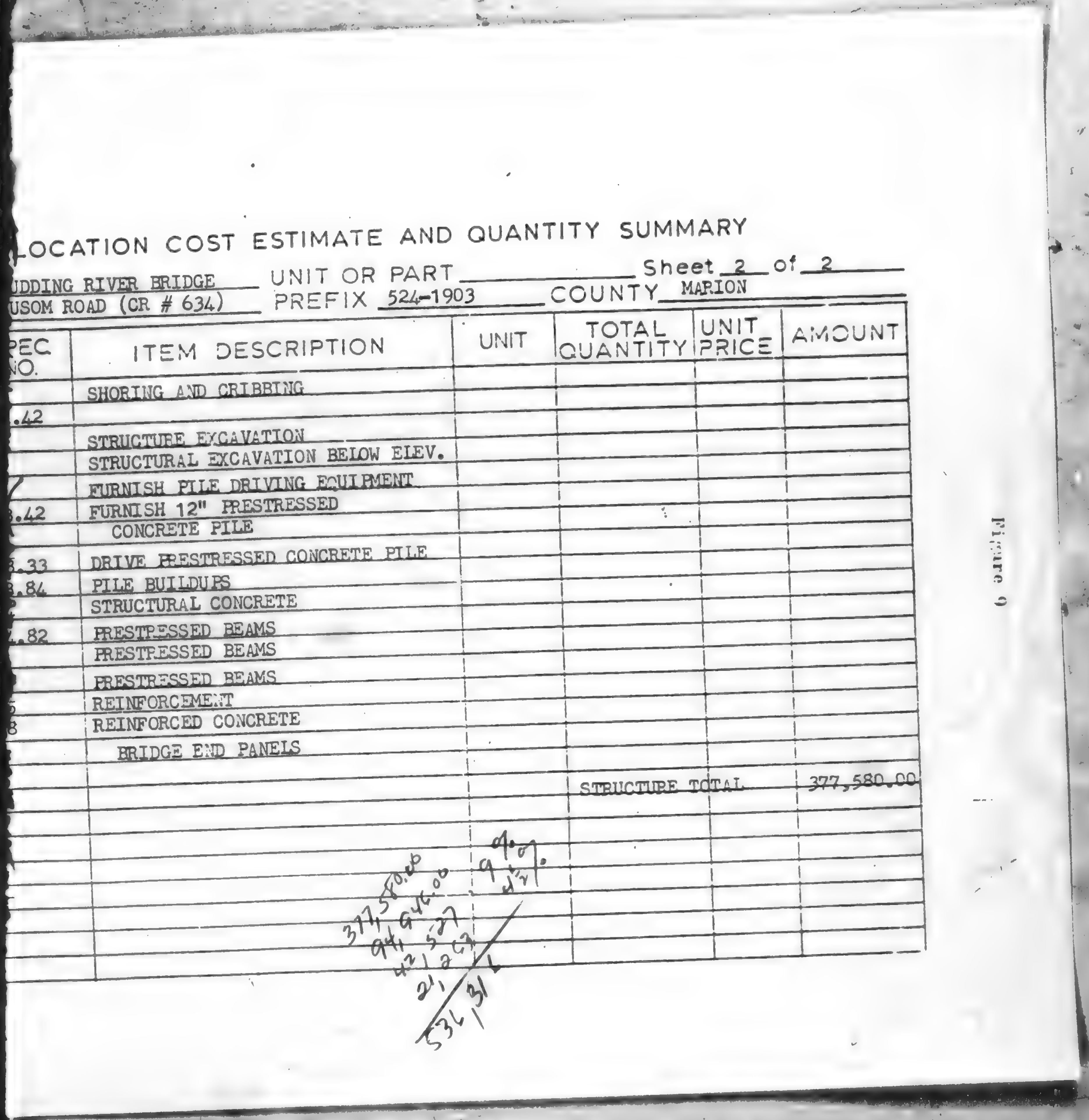
Bob Jirreaka–Marion County
County has requested
that the roadway width be changed
from 30' to 32'. They will send
in a letter so stating
KR 4/14/77

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION PUDDING RIVER BRIDGE UNIT OR PART ______ Sheet 2 of 2
HIGHWAY NUSOM ROAD (CR # 634) PREFIX 524-1903 COUNTY MARION

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
21	251 504.42	SHORING AND CRIBBING				
22	251	STRUCTURE EXCAVATION				
23		STRUCTURAL EXCAVATION BELOW ELEV.				
24		FURNISH PILE DRIVING EQUIPMENT				
25	503.42	FURNISH 12" PRESTRESSED CONCRETE PILE				
26	503.33	DRIVE PRESTRESSED CONCRETE PILE				
27	503.84	PILE BUILDUPS				
28	504	STRUCTURAL CONCRETE				
29	504.82	PRESTRESSED BEAMS				
30	"	PRESTRESSED BEAMS				
31	"	PRESTRESSED BEAMS				
32	505	REINFORCEMENT				
33	508	REINFORCED CONCRETE BRIDGE END PANELS				
				STRUCTURE TOTAL		377,580.00

377,580.00
94,946.00
94,527
421,263
21,314
536,1
9%
4½%



LOCATION COST ESTIMATE AND QUANTITY SUMMARY

UDDING RIVER BRIDGE UNIT OR PART ______ Sheet 2 of 2
USOM ROAD (CR # 634) PREFIX 524-1903 COUNTY MARION

PEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
	SHORING AND CRIBBING				
.42					
	STRUCTURE EXCAVATION				
	STRUCTURAL EXCAVATION BELOW ELEV.				
	FURNISH PILE DRIVING EQUIPMENT				
.42	FURNISH 12" PRESTRESSED CONCRETE PILE				
.33	DRIVE PRESTRESSED CONCRETE PILE				
.84	PILE BUILDUPS				
	STRUCTURAL CONCRETE				
.82	PRESTRESSED BEAMS				
	PRESTRESSED BEAMS				
	PRESTRESSED BEAMS				
5	REINFORCEMENT				
8	REINFORCED CONCRETE				
	BRIDGE END PANELS				
			STRUCTURE TOTAL		377,580.00

377,580.00
94,946.00
94,527
42,263
21,
536,31[illegible]

9.07
4.27

Figure 9

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION PUDDING RIVER BRIDGE UNIT OR PART ______ Sheet 1 of 2

HIGHWAY NUSOM ROAD (CR # 634) PREFIX 524-1903 COUNTY MARION

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	MOBILIZATION	ALL	ALL	35000.00	35000.00
2	111	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	ALL	ALL	2000.00	2000.00
3	111.11a	TEMPORARY SIGNS	SQ. FT.	207	7.00	1449.00
4	111.11c	TEMPORARY BARRICADES	EACH	4	100.00	400.00
5	201	CLEARING AND GRUBBING	ALL	ALL	1000.00	1000.00
6	202	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	ALL	ALL	34720.00	34720.00
7	203	EMBANKMENT IN PLACE	CU. YD.	20	5.60	112.00
8	203	GENERAL EXCAVATION	CU. YD.	300	3.40	1020.00
9	304.12	3/4 - 0 SHOULDER AGGREGATE	TONS	150	8.00	1200.00
10	304	1"- 0 AGGREGATE BASE	TONS	400	8.00	3200.00
11	403	CLASS "C" ASPHALT CONCRETE	TONS	350	25.00	8750.00
12	407	ASPHALT TACK COAT	TONS	2.5	150.00	375.00
13	603	8" METAL DRAIN PIPE	LIN. FT.	40	8.00	320.00
14	603	12" CULVERT PIPE	LIN. FT.	50	10.00	500.00
15	606	GUARD RAIL, TYPE 2A	LIN. FT.	150	8.00	1200.00
16	606	GUARD RAIL, TYPE 3	LIN. FT.	100	18.00	1800.00
17	606	GUARD RAIL ANCHORS, TYPE 1	EACH	2	275.00	550.00
18	606	GUARD RAIL ANCHORS, TYPE 2	EACH	2	250.00	500.00
19	606	RAIL END PIECES, TYPE "C"	EACH	3	150.00	450.00
20	681	ROAD SIDE SEEDING AND MULCHING	ALL	ALL	400.00	400.00
				GRADING	TOTAL	94,946.00

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

PUDDING RIVER BRIDGE UNIT OR PART ______ Sheet 1 of 2
NUSOM ROAD (CR # 634) PREFIX 524-1903 COUNTY MARION

SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
110	MOBILIZATION	ALL	ALL	35000.00	35000.00
111	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	ALL	ALL	2000.00	2000.00
111.11a	TEMPORARY SIGNS	SQ. FT.	207	7.00	1449.00
111.11c	TEMPORARY BARRICADES	EACH	4	100.00	400.00
201	CLEARING AND GRUBBING	ALL	ALL	1000.00	1000.00
202	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	ALL	ALL	34720.00	34720.00
203	EMBANKMENT IN PLACE	CU. YD.	20	5.60	112.00
203	GENERAL EXCAVATION	CU. YD.	300	3.40	1020.00
304.12	3/4 - 0 SHOULDER AGGREGATE	TONS	150	8.00	1200.00
304	1"- 0 AGGREGATE BASE	TONS	400	8.00	3200.00
403	CLASS "C" ASPHALT CONCRETE	TONS	350	25.00	8750.00
407	ASPHALT TACK COAT	TONS	2.5	150.00	375.00
603	8" METAL DRAIN PIPE	LIN. FT.	40	8.00	320.00
603	12" CULVERT PIPE	LIN. FT.	50	10.00	500.00
606	GUARD RAIL, TYPE 2A	LIN. FT.	150	8.00	1200.00
606	GUARD RAIL, TYPE 3	LIN. FT.	100	18.00	1800.00
606	GUARD RAIL ANCHORS, TYPE 1	EACH	2	275.00	550.00
606	GUARD RAIL ANCHORS, TYPE 2	EACH	2	250.00	500.00
606	RAIL END PIECES, TYPE "C"	EACH	3	150.00	450.00
681	ROAD SIDE SEEDING AND MULCHING	ALL	ALL	400.00	400.00
			GRADING	TOTAL	94,946.00

Figure 9

8677

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

TO Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM Frank E. Terpin
Location Engineer
Frank E. Terpin

SUBJECT General Permit for Fills in Navigable Waters
Section: Pudding River Bridge
Highway: Nusom Road
County: Marion

This letter, with the attached Project Assessment, serves as the advance notice required under Section rr of the Department of the Army Permit referred to in Public Notice 971-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500).

If additional information is needed, please contact Donald E. Keyes, Location Section, 212 Transportation Building, Salem OR 97310, telephone 378-6265.

Attachment

cc G. L. Green
J. H. Versteeg ✓
R. W. Ellison
Gary A. Potter
C. T. Keasey
D. E. Keyes

Versteeg
Olson
gu copy Christensen
Scott
copy Swenson
Savage
1 Trout 4

RECEIVED
MAR 0 1 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

77

8

. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED L AID PROJECT NO.
RS-A585(1)

STATE PROJECT NO.
See below

OM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70322

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 14 '77
REFER TO
Rulien
FOR

TE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-11-77	1-11-77	Secondary A 585	County Road

ENERAL LOCATION:
"Pudding River Bridge (Nusom Rd) Section"

ENERAL DESCRIPTION OF WORK:
Preliminary engineering and one structure (Code X021 Miles 0.1)

OU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $24,500 - FF $21,020
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

EMARKS
As requested in Mr. Rulien's letter of 12-27-76, you are authorized to proceed with the work shown above.
Also, as requested in Mr. Rulien's 12-27-76 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $350,000 - FF $300,300 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-11-77		Division Administrator

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE [illegible]

8677

8

~~PRO 6-2~~

December 27, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 70322
Project No. RS-A585(1)
Pudding River Bridge (Nusom Rd.) Section
Marion County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $24,500 with an obligation of $21,020 federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $350,000 with an obligation of $300,300 in federal funds.

CL:dpy

Attachment

cc: C. O. Fredrickson (Region 2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

December 27, 1976

FEDERAL-AI

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 2 mi. N. W. of Silverton 21 65	**ADT**	PRESENT DHV 80 550	FUTURE 950 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL (74)

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Mari	
	NAME OF URBAN AREA 17-31 -	ROUTE NO. S	FEDERA A58

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJ TOTAL ESTIMATED COST	 FEDERAL FU
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		"Pudding River Bridge (Nusom Rd.) Section"	0.1	24,500	21,020
5					**ROW**					
5					**CONST** (CODE) X021			0.1	350,000	300,300

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.1	374,500	321,330
1	14	PROGRAM APPROVAL DATES December 9, 1976			(16) (23)	(24)

976

FEDERAL-AID PROGRAM DATA

65	**ADT**	PRESENT DHV 80 550	FUTURE (66) (70) 950	YEAR (71) (72) 96	REGION 10	STATE NAME Oregon	STATE CODE (2) (3) 41

APPN CODE (4) (9) 075	ITEM NO. (14) (18) 70322		

Y AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 RS-	NUMBER 7 13 A585(1)	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Marion

CODE 047 (14) (16)

ROUTE NO. S

FEDERAL-AID A585 (32)

STATE Co. Rd. (36)

U.S. (37) - (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
0.1	24,500	21,020	3,480	-	
0.1	350,000	300,300	24,850	24,850 (Co.)	ROW-50' normal; Access Control; none Parking Restrictions- None.
0.1	374,500	321,330	28,330	24,850 (Co.)	
	(16) (23)	(24) (32)	REMARKS		

Pudding River Bridge (Nusom Rd.) Section)
Project No. RS-A585(1)

Existing Facility: 300-foot timber structure with 20-foot roadway; Br. No. C-3.

Adjacent Sections: Roadway on each end consists of 20-foot A. C. surface with 3-foot gravel shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Remove existing structure and construct, on existing alignment, 300-foot reinforced concrete structure with 30-foot roadway. Grade and pave roadway approaches and furnish and install guardrail. Adjustment of utilities required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required

FHPM 7-7-2 Requirements: Nonmajor Action project concurred in by FHWA on November 22, 1976.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review letters of approval dated November 3, 1976 and November 4, 1976 respectively.

FHPM 7-7-5 Requirements:
(a) Public Hearings---None required under Oregon Action Plan.
(b) Location/Design---Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

8677

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: December 14, 1976

FROM: for L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Pudding River Bridge
Nusom Rd.
Marion County

RECEIVED
DEC 17 1976
ROAD DESIGN SECTION

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 12-14-76

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 2: C. O. Fredrickson
District 3: R. A. Kuehn
Region 2 Geologist: William Fretwell

RECEIVED
STATE HWY ENGR
DEC 13 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN

Memorandum

DEPAR ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 22, 1976

In reply refer to: 1041B.2

SUBJECT: Project Assessment
Pudding River Bridge
Nusom Rd.
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's November 15, 1976, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for William H. Kappus
G. L. Green

CC:
OSHD (Potter)
" (Laux)
" (Region 2, E. Welsh)

PROJECT MANAGEMENT
DEC - 8 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me
BEN GIFFORD

RECEIVED
ST HWY ENGR
DEC 8 '76
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY
3 PROJECT.
Non-Major
RS-A585(-)
70322

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 9, 1976

Section Pudding River Bridge

Unit (if appl)

County Marion

City

Highway Nusom Rd. (FAS-C)

State Hwy. No. County Road 634

Termini: M.P.(if appl) Existing br. & approaches

Length approximately 550 ft.

Region II

Construction Estimate $350,000
Program Amount

B. Purpose of Project:

The proposed project is to remove and replace an existing structure. No changes in horizontal or vertical alignment are proposed.

C. Origin & History of Project:

Respending to a 1974 inspection, which indicated extensive deterioration, the Marion County Department of Public Works gave the structure a high priority in their bridge replacement program.

Nusom Road was classified as a major collector in 1976. A County Road FAS-C project request was initiated February 11, 1976. An Authority for Survey was submitted October 6, 1976.

D. General Description of Project:

The project is to replace an untreated timber structure that was placed in service in 1954. Traffic would be detoured around the construction site on adjacent county roads.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. 0; Parking ____

Proposed: No. Lanes 2 ; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 550 ; Projected ADT 900 ; Yr. 1996

Existing Level of Service C

Proposed Facility: Projected ADT 900 ; Yr. 1996

Projected Level of Service C

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

Structure to be designed by the Oregon State Highway Division.

Brief Description of River or Stream and Type of Involvement, if any:

The Pudding River and its many tributaries above the bridge site drains a large area of farm land and rolling hillsides of the eastern Willamette Valley lying to the south and west of Silverton, Oregon. The river is tributary to the Willamette River and is considered to be a valuable fishery resource.

Local City, County or COG priorities of project:

Marion County Department of Public Works has given this bridge a high priority in their bridge replacement program.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Bridge design alternatives would be considered.

Other Descriptive Information or Comments:

Due to the deteriorated condition of untreated timber elements of the structure, it has been recommended that replacement be within three years.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is a flat to gently rolling landform lying slightly above a well defined flood plane. The more common soils are of the Cloquato Silt loam and the Amity Silt loam Association with some Woodburn Silt loam along the Pudding River channel. Flood plane vegetation consists of an overstory of Alder, Ash, Willow and Big Leaf Maple. Open areas are generally covered with Blackberry, Himalaya Berry and native grasses. Identified wildlife consists of nutria oppossums, fox, mice, squirrels, pheasant, quail, hawks, sparrows and robins. Other species are undoubtedly present but no readily identifiable.

2. Cultural:

Land adjacent to the river flood plane is primarily cultivated farm land. Grain fields, berries, and pasture land predominate. Farms tend to be quite large, farm homes are few and well scattered along the county road. Overhead facilities of the Portland General Electric and the Continental Telephone Companies extend along the southerly side of the road. No utilities are attached to the structure.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None required.

2. Estimated Impact on Traffic Patterns:

Temporary increase in traffic on adjacent county roads during construction.

Consequences--Air Quality, Noise, Safety, etc.:

No significant change in the ambient air quality or noise levels are anticipated. The proposed structure improvement would tend to improve safety in the bridge area.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

A small amount of stream side vegetation would be removed during construction.

Consequences:

Not significant

5. Expected Impact on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None anticipated.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards
This project is determined to be unrelated to traffic noise increase; hence, no noise study report, as per FHPM 7-7-3, will be required.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

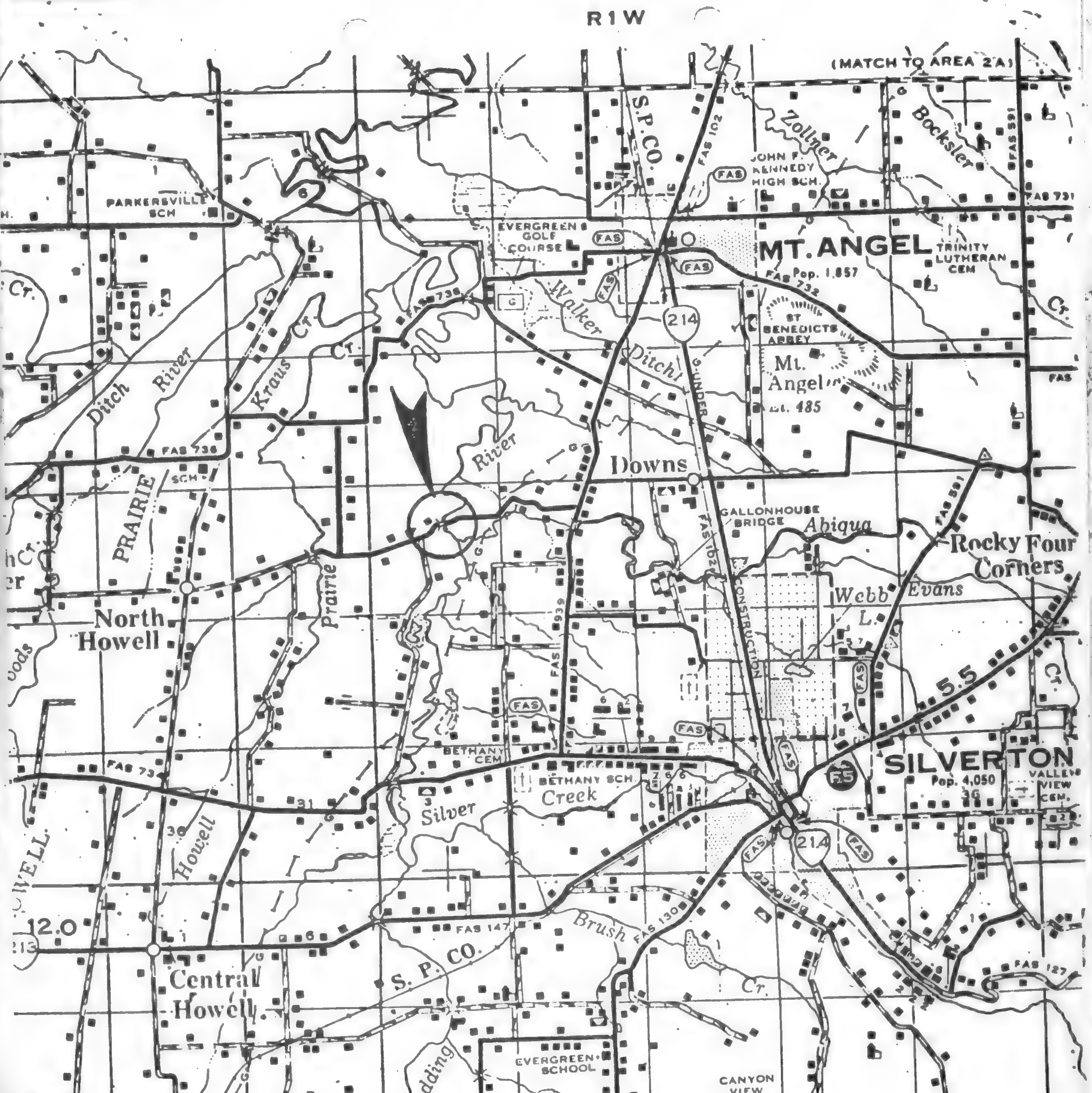
Projects of this type are generally considered to be consistant with the above plans and standards.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION------------		X---NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4



Pudding Rv. Bridge Section
Nusom Road, County Rd. 634
Marion County

8677 8

December 2, 1976

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

Attention: T. Harold Tomlinson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5775

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Pudding River (Nusson Road) Bridge Section of Nusson Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8677 9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 22, 1976

In reply refer to: 1041B.2

SUBJECT: Project Assessment
Pudding River Bridge
Nusom Rd.
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's November 15, 1976, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for William H. Kappen
G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 2, E. Welsh)

VED
WY ENGR
DEC 8 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Att | File

86 8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

70322 PUDDING RIV. BR FAS-A585
70430 FRONT ST-PAC HWY E M-5262

APPLICANT: Oregon Highway Division

PROJECT TITLE: Dist. #3, FY'77 Annual Program Projects (#70322,70430)

DATE: November 3, 1976

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 490

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
NOV 8 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act. File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

9-29-76
BEN GIFFORD

11/5/76
cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
Region 2: C. O. Fredrickson
District 3: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
OCT 12 1976

OCT 21 1976

PNRS STATE REVIEW

Project #: 7610 2 49U Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects.

☑ We are interested but require more information to evaluate the proposal.

☐ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

Information on U70430 is insufficient to determine if an Indirect Source Construction Permit is required

Agency DEQ By Anthony J. George Jr.

8677

8

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Walter R. Heine, Chairman
Harry Carson, Jr.
Pat McCarthy

EXECUTIVE OFFICER
Bruce Prosser

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

October 20, 1976

Mr. Fred Klaboe
Oregon Department of Transportation
Oregon State Highway Division
Oregon State Highway Building
Salem, Oregon 97310

Dear Fred:

In response to your letter of October 14, 1976, regarding the Federal Aid Match Ratio, the Marion County Board of Commissioners hereby requests that the following projects be financed on the new 86% - 14% basis.

PROJECT NAME:	PROJECT NUMBER:
1. Nusom Bridge Replacement	None to date
2. Verda Lane Bicycle Path Construction	None to date
3. State & Lancaster Traffic Signal Installation	M-1615(1)
4. Silverton Road Improvement	M-1720(1)
5. Chemawa-Lockhaven Improvement	M-1237(-)

We appreciate your efforts in programs such as this, whereby you reduce the costs of highway construction to the cities and counties of Oregon.

Sincerely,

BOARD OF COMMISSIONERS

Pat

Pat McCarthy
Acting Chairman

RJH:lk

RECEIVED
STATE HWY ENGR
OCT 21 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
[illegible]
OCT 21 '76
REFER TO [illegible]
FOR
✓

10-21
cy
Coulter

8677 /

fas A585
(634)
Marion Co

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Pudding River Bridge

Highway Nusom Road (County Road #634) FAS A585

County Marion

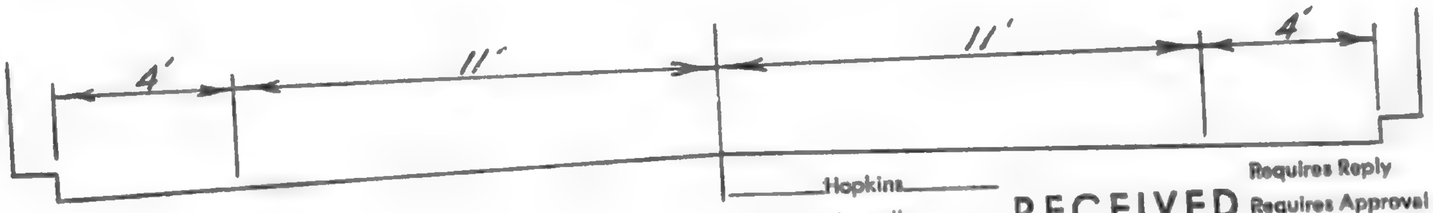
Date October 6, 1976

Authorization No. 1

Survey Prefix 524-1903 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is approx. 100' from the west end of the existing structure. The easterly terminus is approx. 100' from the east end of the existing structure. Total project length is about 0.10 mile.



Hopkins
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
JAN 18 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Purpose of survey:

To prepare plans, specifications and cost estimate to replace the existing timber bridge. This is an FAS-C project.

Estimate of cost:

Field	901	7,000
Citizen Participation	902	100
County	903	200
Plans	905	1,000
Bridge	906	11,000
Soils	910	1,000
Utility	914	100
Hydraulics	918	500
Specifications	921	400
Environmental	923	200
Found. Expl.	926	3,000

RS-A585(1)

Total estimated cost of survey $24,500

Previous authorization . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by James E. Chaney
for W. Mueller Field Engineer
James E. Chaney

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E. Pepin
Location Engineer

Approved:
E S Hunter
Deputy ~~Assistant~~ State Highway Engineer

SP*19760-734

1-11-77
FAS-C

(RC) 8677

Item: 70430 and 70322

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council
of Governments
Room 305, Civic Center
Salem, OR 97301

FROM for D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: District 3,
FY 77 Annual Program Projects
for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc: G. L. Green
L H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: C. O. Fredrickson
District Engineer: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR

Info	Inve.	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	#70430, 70322	Page One [79

02	12] APPLICANT [45: State Highway Division	46] DIVISION [79: Department of Transportation
03	12] APPLICANT ADDRESS STREET [45: State Highway Building	46] CITY [60: Salem; 76] ZIP [80: 97310
04	12] CONTACT PERSON [45: L. W. Rulien	46] AREA CODE [48: 503; 49] PHONE [55: 378; 56] EXTENSION [59: 6563
01	12] PROJECT TITLE [71: District 3, FY 77 Annual Program Projects for Review	
11	12] PROJECT LOCATION—CITY: See Attachment	PROJECT LOCATION—COUNTY: Attach.; PROJECT LOCATION [79 SEC: T: R: Attach.

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] Please refer to the attached information covering proposed construction projects [71

07 12] which funds are anticipated to be obligated during the fiscal year October 1 - [71

08 12] September 30, 1977. Item 70430 and 70322. [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
328,500	-	26,750	26,750	-	382,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [79

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation 46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 9-29-76

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October 43] DAY [44: 25 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-29-76

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

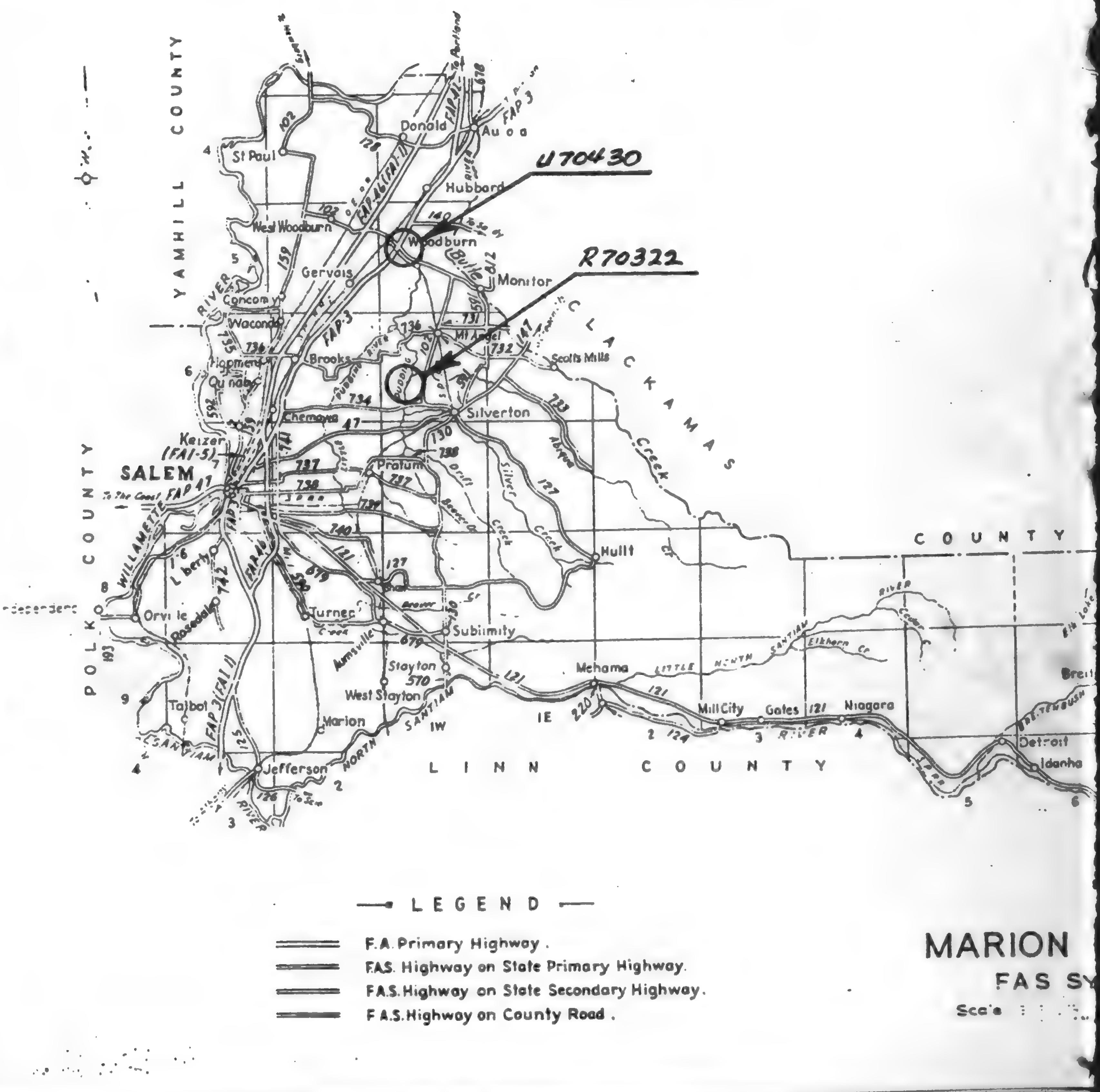
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) Oregon's Action Plan classifies the environmental impact as Category 3 nonmajor.

DISTRICT 3



— LEGEND —

═══ F.A. Primary Highway.

═══ F.A.S. Highway on State Primary Highway.

═══ F.A.S. Highway on State Secondary Highway.

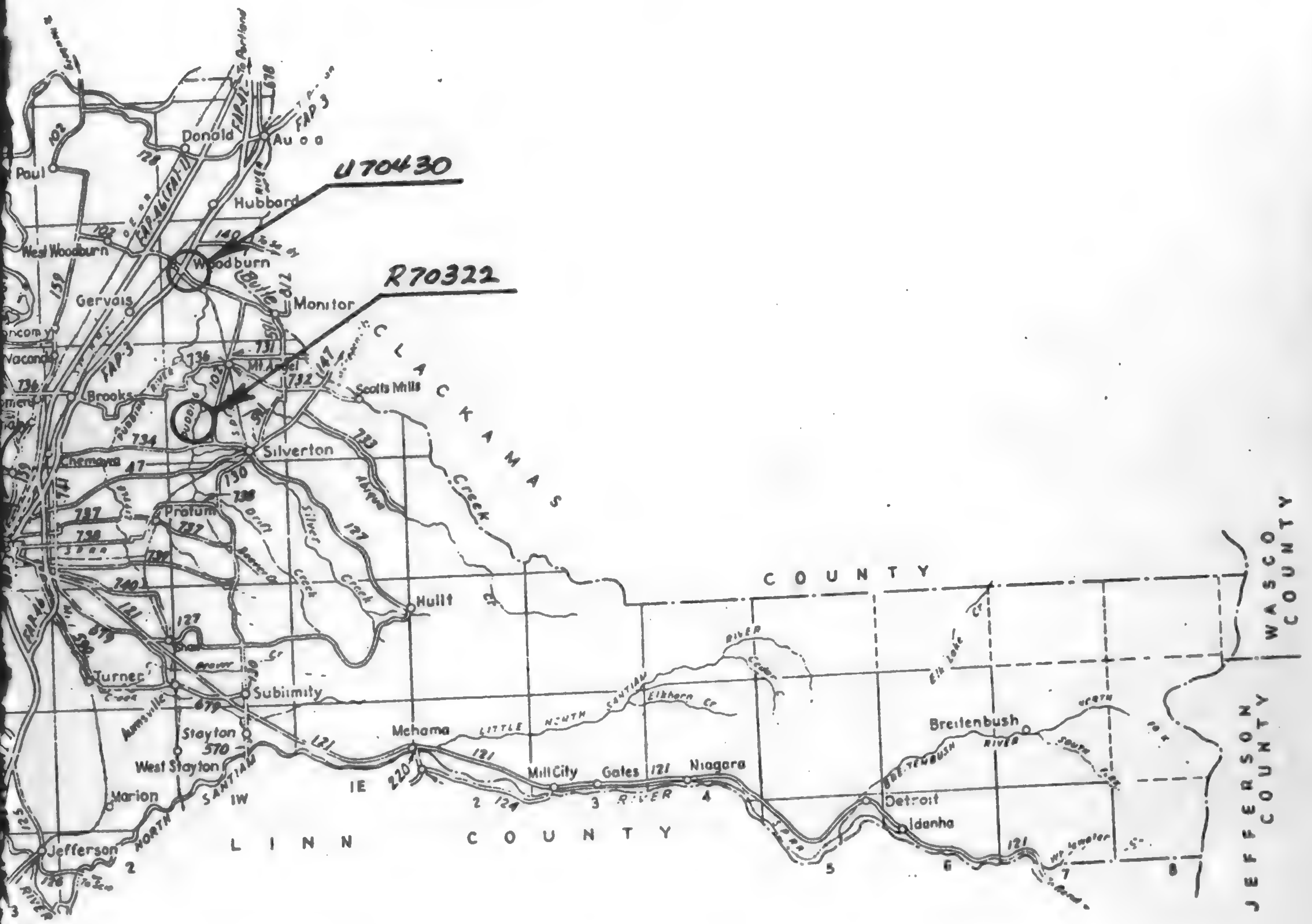
═══ F.A.S. Highway on County Road.

MARION

FAS SY

Scale

DISTRICT 3



— LEGEND —

- F.A. Primary Highway.
- F.A.S. Highway on State Primary Highway.
- F.A.S. Highway on State Secondary Highway.
- F.A.S. Highway on County Road.

MARION COUNTY

FAS SYSTEM

Scale [illegible] April 1962

MARION COUNTY
Proposed FAS-C Project

#70322

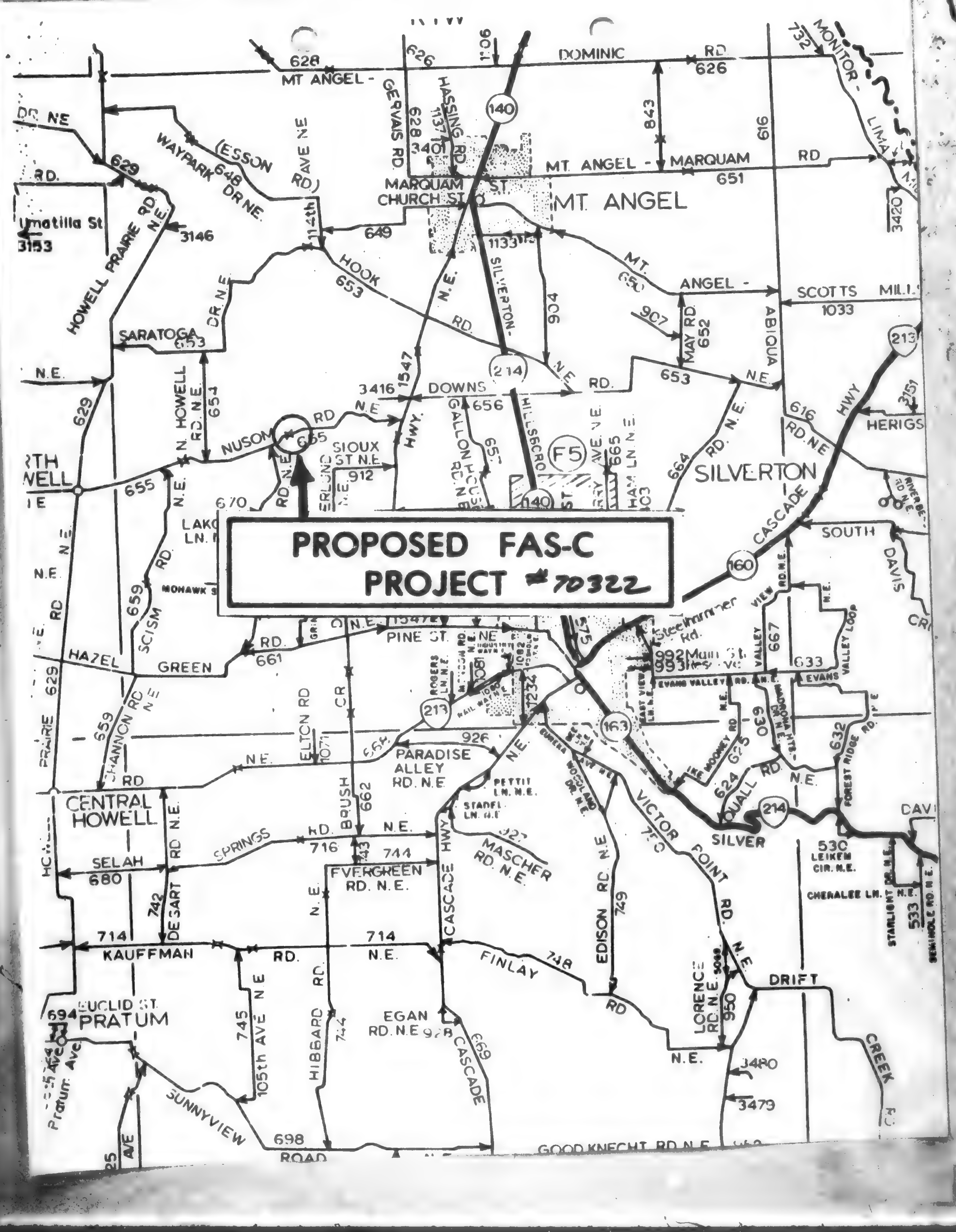
Pudding River (Nussom Road) Bridge Section
Nussom Road, FAS A585
Marion County
$350,000

Construct a reinforced concrete bridge 300 feet long with a 30-foot roadway and no sidewalks. All work including structure, approaches, guardrail, riprap, protective and detour signing, and removal of existing bridge will be done under contract. County will close the road and provide and maintain existing alternate roads for detours.

Additional right-of-way may be required and a public hearing may be necessary.

State will perform all engineering.

76-f
9/13/76


PROPOSED FAS-C PROJECT #70322

8677

8

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

AGENDA
SEP 2 8 1976

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Proposed FAS-C Projects

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Bellfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapooya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Nussom Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

PROPOSED COUNTY FAS PROJECTS

County	FAS	Section	Programmed Amount	State's Share (rounded)
Benton	A508	Bellfountain Rd.-Pacific Hwy. W. Sec., Greenberry Road	$ 300,000	$ 21,000
Clackamas	A616	Pudding River (Red) Br. Sec. Arndt Road	460,000	32,200
Harney	B472	Frenchglen Hwy.-Diamond Sec. Old Diamond Highway	205,000	14,350
Linn	A496	Thomas Creek (Weddle) Br. Sec. Kelly Road	200,000	14,000
Linn	A482	Upper Calapooya River Br. Sec. Calapooya River Road	250,000	17,500
Marion	A585	Pudding River (Nussom Rd.) Br. Section, Nussom Road	350,000	24,500
Polk	A557	Godsey Rd.-Pacific Hwy. W. Sec. Clow Corner Road	250,000	17,500
Tillamook	A727	Nehalem River (C.C.C.) Br. Sec. Foss Road	400,000	28,000
Umatilla	B570	Hermiston Hwy.-Umatilla/Stanfield Hwy. Sec., Highland Ave.	240,000	16,800
Umatilla	B579	McKay Creek (Shaw) Bridge Sec. Spring Hollow Road	90,000	6,300
Union	B613	Lookingglass Creek (Palmer Jct.) Bridge Sec., Forest Boundary Rd.	100,000	7,000
Washington	A678	Tualatin Valley Hwy.-S.C.L. Cornelius Cornelius, S. 10th Ave. & Golf Course Rd.	340,000	23,800
Yamhill	A696	Salmon River Hwy.-Deer Creek Sec. Gopher Valley Rd.	220,000	15,400
Yamhill	A695	Hillcrest Rd.-Tindell Creek Rd. Section, Willamina Creek Road	200,000	14,000
Yamhill	A698	Lafayette Hwy.-Webfoot Rd. Sec.	160,000	11,200
		TOTAL	$3,765,000	$263,550

76-f
9/13/76

MARION COUNTY
Proposed FAS-C Project

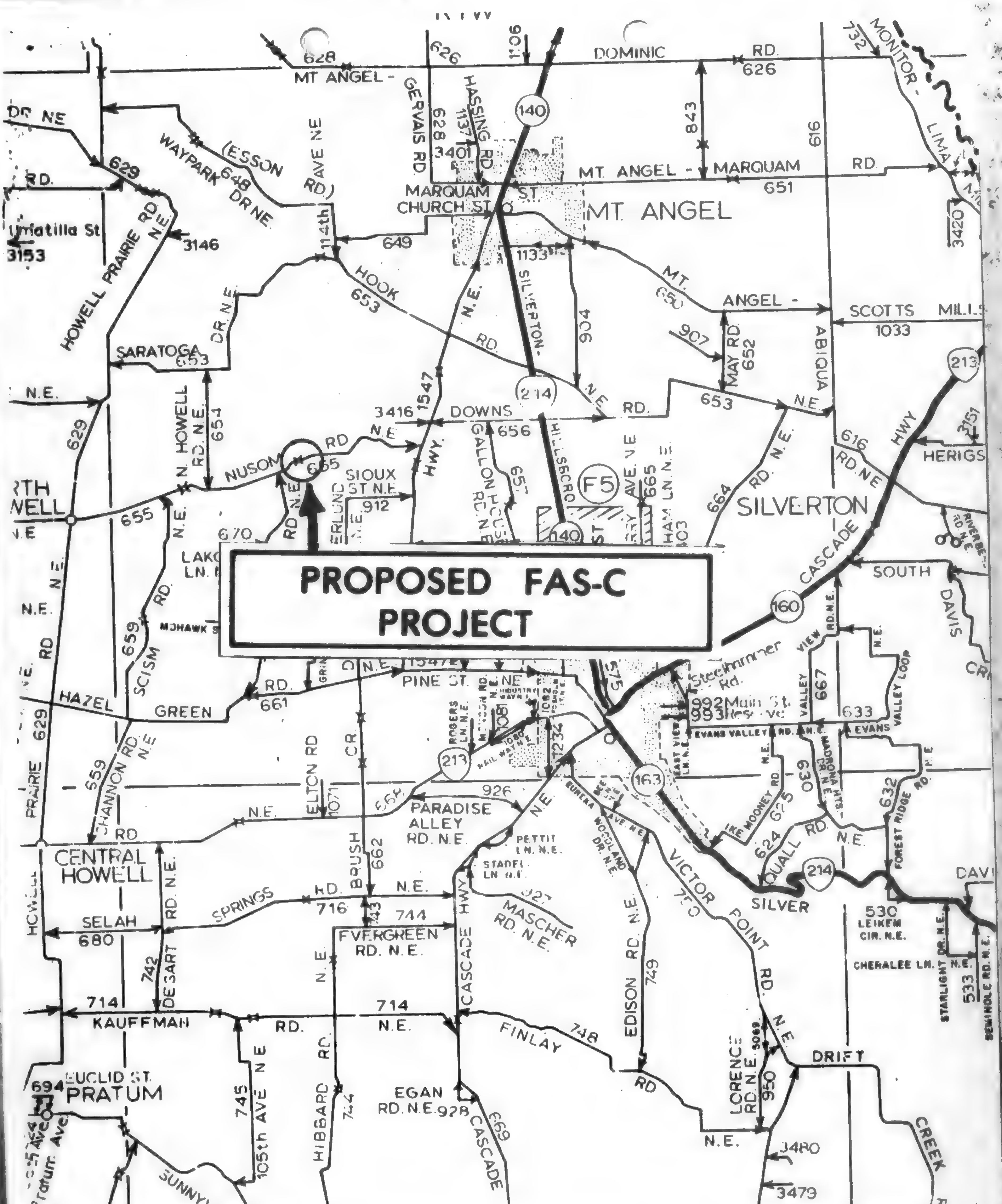
Pudding River (Nussom Road) Bridge Section
Nussom Road, FAS A585
Marion County
$350,000

Construct a reinforced concrete bridge 300 feet long with a 30-foot roadway and no sidewalks. All work including structure, approaches, guardrail, riprap, protective and detour signing, and removal of existing bridge will be done under contract. County will close the road and provide and maintain existing alternate roads for detours.

Additional right-of-way may be required and a public hearing may be necessary.

State will perform all engineering.

76-f
9/13/76



PROPOSED FAS-C PROJECT

8677

9-13-76

MARION COUNTY
Proposed FAS-C Project

Pudding River (Nussom Road) Bridge Section
Nussom Road, FAS A585
Marion County
$350,000

Construct a reinforced concrete bridge 300 feet long with a 30-foot roadway and no sidewalks. All work including structure, approaches, guardrail, riprap, protective and detour signing, and removal of existing bridge will be done under contract. County will close the road and provide and maintain existing alternate roads for detours.

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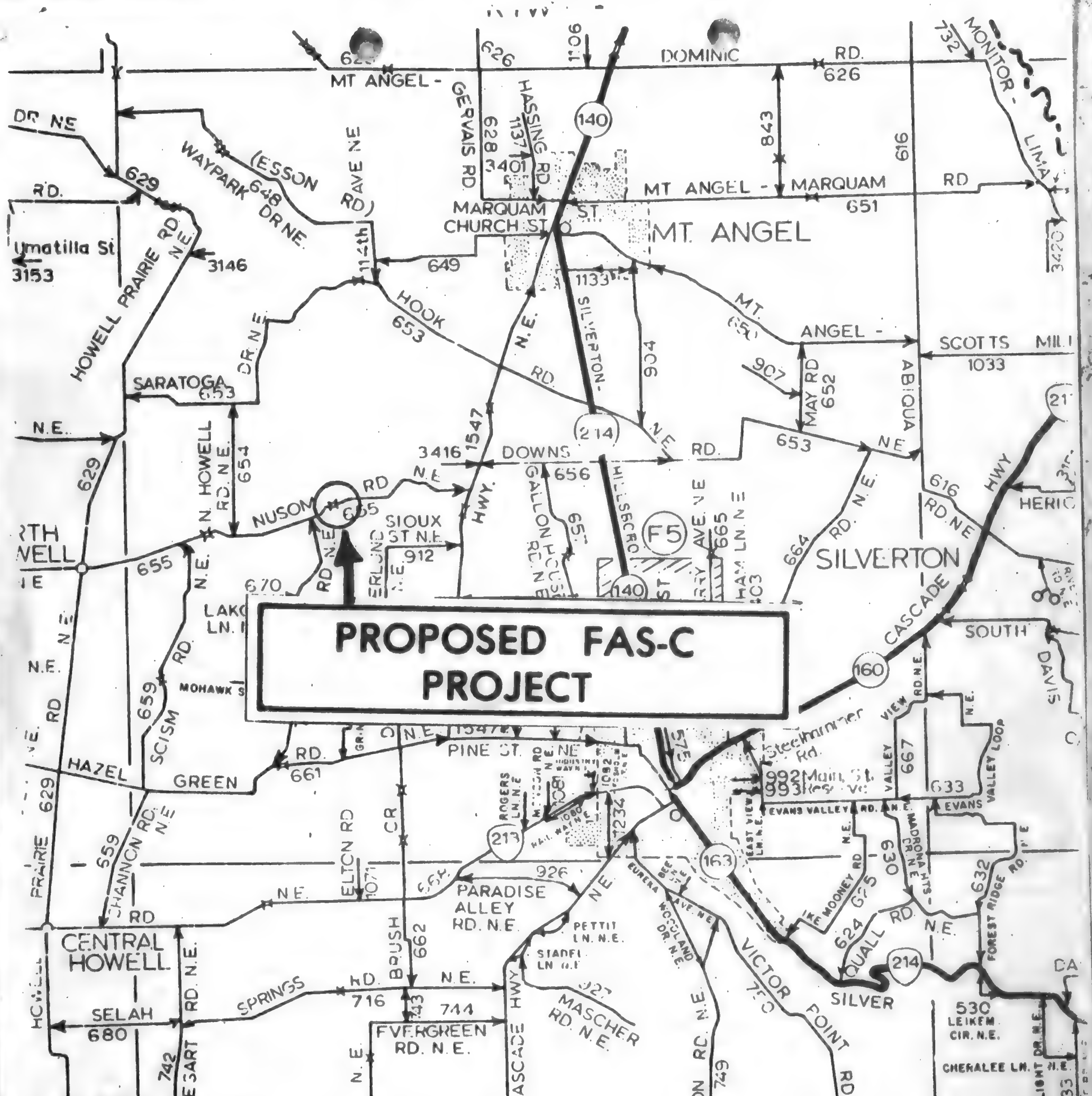
76-f
9/13/76


PROPOSED FAS-C
PROJECT
MT. ANGEL
SILVERTON
CENTRAL HOWELL
PRATUM
SILVER
DOMINIC RD.
626
MT ANGEL - GERVAIS RD
HASSING RD
MT ANGEL - MARQUAM RD
651
MARQUAM ST
CHURCH ST
MONITOR - LIMA
WAYPARK DR NE
HOWELL PRAIRIE RD N.E.
629
Umatilla St
3153
3146
114th AVE NE
649
HOOK RD
653
SILVERTON - HWY. N.E.
140
214
904
MT. ANGEL - 650
SCOTTS MILL
1033
907
MAY RD 652
ABIQUA RD N.E.
616
SARATOGA DR. N.E.
N. HOWELL RD. N.E.
654
DOWNS RD.
3416
1547
656
NUSON RD N.E.
655
SIOUX ST N.E.
912
GALLON HOUSE RD. N.E.
HILLSCREST
F5
664
CASCADE HWY
160
SOUTH
DAVIS
HERIC
670
LAKO LN.
659
SCISM RD
MOHAWK S
HAZEL GREEN RD.
661
PINE ST. N.E.
Steelhammer Rd.
992 Main St.
993 Reserve
VALLEY VIEW RD. N.E.
667
633
EVANS VALLEY RD. N.E.
EVANS VALLEY LOOP
559
SHANNON RD N.E.
FELTON RD
1071
BRUSH CR
662
ROGERS LN. N.E.
213
1234
926
PARADISE ALLEY RD. N.E.
163
EUREKA AVE. N.E.
WOODLAND DR. N.E.
MOONEY RD
MADRONA HTS CIR. N.E.
630
632
FOREST RIDGE RD. N.E.
625
624
QUAIL RD. N.E.
PETTIT LN. N.E.
STADEL LN. N.E.
SPRINGS RD. N.E.
716
743
744
MASCHER RD. N.E.
SELAH
680
DESART RD. N.E.
742
EVERGREEN RD. N.E.
CASCADE HWY N.E.
EDISON RD. N.E.
749
VICTOR POINT RD. N.E.
750
530
LEIKEM CIR. N.E.
CHERALEE LN. N.E.
STARLIGHT DR. N.E.
533
714
KAUFFMAN RD.
714
FINLAY RD N.E.
748
LORENCE RD. N.E.
5063
950
DRIFT CREEK
745
105th AVE N E
HIBBARD RD.
744
EGAN RD. N.E. 928
CASCADE
669
694
EUCLID ST.
Pratum Ave
SUNNYVIEW ROAD
698
3480
3479
GOOD KNECHT RD N.E.
HOWELL PRAIRIE RD
843
732

8677

Marion Co
FAS-C

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 4, 1976

FILE: 02-
24-

Phil

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: FAS-C Applications
Marion, Benton Counties

TO: George N. Hopkins
PROJECT DEVELOPMENT COORDINATOR

Attached are project request forms and project assessments for one project each from Marion and Benton Counties. These are being submitted in response to your letter of February 9, 1976.

I have reviewed the requests and made revisions to the proposed widths, and in the case of Marion County, revised the estimate to $350,000 at their request.

POS/lea

attachment

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT

MAR - 5 '76

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	[illegible] Me
			✓			

8677

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

RECEIVED
COUNTY & CITY SECTION
MAR 8 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REGION 2 ENGINEER
RECEIVED
FEB 26 1976
☐ RE ☐ RCE ☐ RME ☐ RTE ☑ ROE
☐ UTE ☐ GEO ☐ RSO ☐ ROC ☒ RFE

February 24, 1976

Mr. Phil Stearns
Federal-Aid Engineer
Region II
Oregon State Highway Division
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

Enclosed is our FAS-C project request and environmental assessment for bridge removal and replacement of the Pudding River Bridge on Nusom Road (C.R. No. 634). The total estimated cost for said project is $300,000.*

Please keep us advised of further steps necessary in this application.

Very truly yours,

John A. Anderson

John A. Anderson
Director of Public Works

CF:lk

Enclosure

2-27-76
* Discussed bridge width with Cooky Fallin, Marion Co. Advised him 28' too narrow. He later called back and said Bob Jurica authorized width & to increase estimate to $350,000.

Phil Stearns

8677

Rev. 10/29/75

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Marion FAS No. *See Note Date February 11, 1976

County Road Name Nusom Road (County Road No. 634)

Section Name N/A Pudding River Bridge

Type of Project Bridge Removal and Replacement

Location of Project (Attach sketch map) *(See Attachment)

ADT 550 A.D.T. Design Speed Basic

Is this request for county bridge design only? Yes ____ No X

county FAS bridge design? Yes X No ____

Will County hire consultant for this project? Yes ____ No X

I. PROPOSED ROAD PROJECT DATA - THIS SECTION NOT APPLICABLE

1. Traveled Surface: Type ____
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width ____

2. Shoulders: Type ____
(AC, Pug Cold Mix, Oil Mat)
Width Each Side ____ Total Top Width ____

3. Grading and Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface and Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired ____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ____

COST	TOTAL	FED	STATE	COUNTY
	350,000	301,000	24,500	24,500
		1976	1996	
ADT		550	950	
DHV		80	140	

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

COUNTY ROAD FAS-C PROJECT REQUEST

PAGE 1 - FAS NO. *See Note -

* We have applied for County Road No. 634 to be placed on FAS System, but have not heard response yet.

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No______
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population________________ Area exempt from bike law____________
What is desired width of trail or walkway________________________________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?_______________________
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No______

12. Will replacement be by: County____________________ Contract_____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No______

17. Does County wish sight posts installed? Yes______ No______

18. Does County wish State to permanently stripe project? Yes______ No______

19. Will County do striping? Yes______ No______

20. Does County wish guardrail installed? Yes______ No______
By County_______________ Contractor_______________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No______
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No______

23. Can through traffic be detoured? Yes______ No______

24. Must new detour be constructed? Yes______ No______

25. Will detour be constructed and maintained by County? Yes______ No______

26. Will detour be constructed & maintained by Contractor? Yes______ No______

27. Will County sign project outside work area during construction? Yes______ No______

28. Will Contractor sign project outside work area during construction? Yes______ No______

29. Should contract provide for permanent signing? Yes______ No______

30. Should State do permanent signing? Yes______ No______

31. Will traffic signals be required? Yes______ No______
If yes, give location and type desired________________________________

32. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain________________________________

33. Existing facility - Total top width ______________
Travelway width and surface ______________, ______________
Shoulder width and surface ______________, ______________

Remarks re Section I:________________________________

II. BRIDGE PROJECT DATA

1. Name of river or stream Pudding River

2. Name of bridge Pudding River, County Road No.634 - (BRIDGE)

3a. Dimensions of existing bridge. Length 300' Roadway Width 20' Type Timber Structure

b. Dimensions of existing approaches. Type A.C. Width 20' Shoulders 6'

4. Type of design and material used in existing bridge.
Treated timber structure.

5. Location (please attach map with location marked): * (See Attachment)
Section 20 Township 6S Range 1W W.M.

6. Desired width of proposed bridge ~~20~~ 30 feet Approx. length 300 feet
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ____ No X
Upstream ____ Downstream ____ Width ____

8. Does County wish a particular type of bridge design? Yes X No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete - but a glue laminated structure could serve as an alternate.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ____ No X
Explain Contractor to furnish all materials

10. Foundation Testing: By County? Yes ____ No X
By State? Yes X No ____

11. Will County close road during construction? Yes X No ____

12. Can presently established road be used as detour? Yes X No ____

13. Must a new detour be constructed? Yes ____ No X

14. Will detour be constructed & maintained by County: Yes ____ No X

15. Will detour be constructed & maintained by Contractor? Yes ____ No X

16. Will County sign project outside work area during construction? Yes ____ No X

17. Will Contractor sign project outside work area during construction? Yes X No ____

18. Approaches or Connections: By County? Yes ____ No X
By Contractor? Yes X No ____
Traveled surface: Type A.C. Width 20' 22'
Shoulder surface: Type A.C. Width 4' 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes ____ No X

N.W. quadrant distance from structure ____
N.E. quadrant distance from structure ____
S.W. quadrant distance from structure ____
S.E. quadrant distance from structure ____

20. Guardrail: Desired on approaches or connections: Yes X____ No ______
By County ____________ Contractor X__________
Right side only? Yes ______ No X______
Both sides? Yes X______ No ______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes ______ No X______
Use for detour? Yes ______ No X______
Removed by County? Yes ______ No X______
Removed by Contractor? Yes X______ No ______
Salvaged by Contractor for County? Yes ______ No X______
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes ______ No X______
By Contractor? Yes X______ No ______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes ______ No X______ Size __________
Company ____________________________________
b. Sanitary sewer mains: Yes ______ No X______ Size __________
Company ____________________________________
c. Storm sewer: Yes ______ No X______ Size __________
Company ____________________________________
d. Gas mains: Yes ______ No X______ Size __________
Company ____________________________________
e. Power lines: Yes ______ No X______ Size __________
Company ____________________________________
f. Telephone lines: Yes ______ No X______ Size __________
Company ____________________________________
g. Other Utilities: None

24. Does County wish provisions made for future utility attachment to structure? Yes ______ No X______

25. Does County wish lightpost bases and conduit installed? Yes ______ No X______

26. Does County wish complete job of illumination in project? Yes ______ No X______

27. Is project contingent upon other factors? Yes ______ No X______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____________________

28. Existing roadway on either side of bridge:
N or [✓ E] Side - Travelway surface and width A.C., 20 feet
Shoulder surface and width GRAVEL, 3 ft. ea. side
S or [✓ W] Side - Travelway surface and width A.C., 20 feet
Shoulder surface and width GRAVEL, 3 ft. ea. side

Remarks re Section II: ____________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done: Yes X No ____
   By State? Yes ____ No X
   By Consultant? Yes ____ No X
   By County?
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No ____

3. Construction plans and specifications to be prepared: Yes X No ____
   By State? Yes ____ No X
   By Consultant? Yes ____ No X
   By County?

4. Does County desire center line to be permanently monumented as part of project? Yes X No ____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: ____________________

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

V. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 50 feet Minimum 50 feet

2. Is any additional right of way needed? Yes____ No X ?
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes____ No X

4. Should State negotiate and acquire right of way in behalf of County? Yes____ No X

5. Should State prepare options? Yes____ No X

6. Should material source site be included in right-of-way descriptions? Yes____ No X

7. Is there any merchantable timber on right of way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No X
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No X

10. Is a hearing necessary? Yes____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No X
If yes, give type and name of utility company:____________________

12. Are there any affected utilities (electric, water, gas, sewer etc.) on existing right of way? Yes X No____
If yes, give type and name of utility company: Continental Telephone Co. of the Northwest and Portland General Electric Company. Overhead lines supported by telephone poles.

13. Are utilities on existing right of way by permit X or by franchise____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes____ No X
If yes, give name of irrigation company or district____________________
and dates between which water can be turned off: From____________________
To____________________

15. Are there any railroad crossings? Yes____ No X

(QUESTIONS NO. 1 THROUGH NO. 25 NOT APPLICABLE)

16. Name of Railroad____

17. Number of tracks: Mainline__________ Siding__________ Total__________

18. Sight Distance:____________________(Left) ____________________(Right)

19. Number of Trains: Passenger__________________ Speed__________________
Freight__________________ Speed__________________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing____

22. Existing Protection:
Advance warning signs_______ Automatic flashing_______ Stop Signs________
Crossbucks________________ Automatic bell__________ Gates____________

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes______ No__X__
By County? Yes__X__ No______
By State at County expense? Yes______ No__X__
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes______ No__X__
By County? Yes__X__ No______
By State at County expense? Yes______ No__X__

28. Does County wish State to prepare P.U.C. hearing date? Yes__X__ No______

29. Will P.U.C. application be made by State____X____ or County__________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes______ No__X__

Remarks re Section IV:____
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel____ Quarry____ Cinders____
2. Owner: County____ State____ Private____ Other____
3. Location:____ Section____ Township____ Range____ W.M.
4. If County lease, what are royalty payments?____
5. Materials furnished by County: Borrow____ Select Topping____
   Base Course____ Level Course____ Mineral Aggregates____
   Location____
   Miscellaneous Items NONE

Remarks re Section V: Contractor to decide on locations for obtaining all materials.

VI. FINANCIAL DATA

1. Estimated Cost: $ 3~~0~~50,000
2. Available FAS Funds $ -95,709 (as of Dec. 1, 1975)
3. Does County wish advancement of future Federal funds? Yes X No____
   Amount ~~$ 395,700.00~~ $145,700.00
4. Date match money is available July 1, 1976
5. Will there be any 100% County money? Yes____ No X
6. Maximum amount of 100% County money available: $ NONE
7. Date County request letting: After July 1, 1976

Remarks re Section VI: NONE

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	MARION COUNTY PUBLIC WORKS DEPARTMENT Office
2.	Environmental	MARION COUNTY PUBLIC WORKS DEPARTMENT Office
3.	Public Hearing	MARION COUNTY PUBLIC WORKS DEPARTMENT Office

Remarks re Section VII: NONE

UNUSUAL OR COMPLICATED CIRCUMSTANCES: NONE

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Walter R Heine
County Judge or Comm. Chairman
Walter R. Heine

By Pat McCarthy
County Commissioner
Pat McCarthy

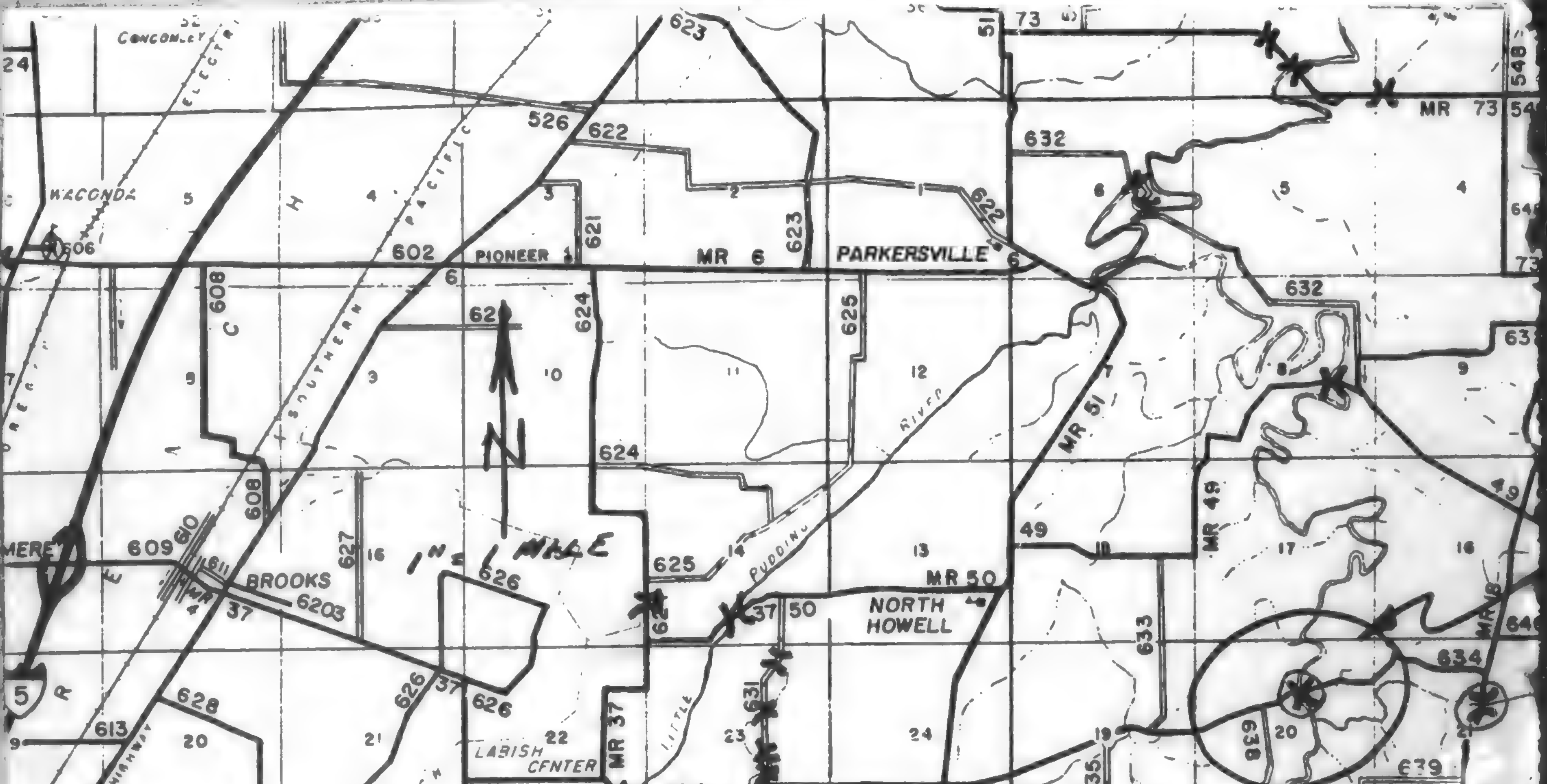
By Harry Carson Jr.
County Commissioner
Harry Carson, Jr.

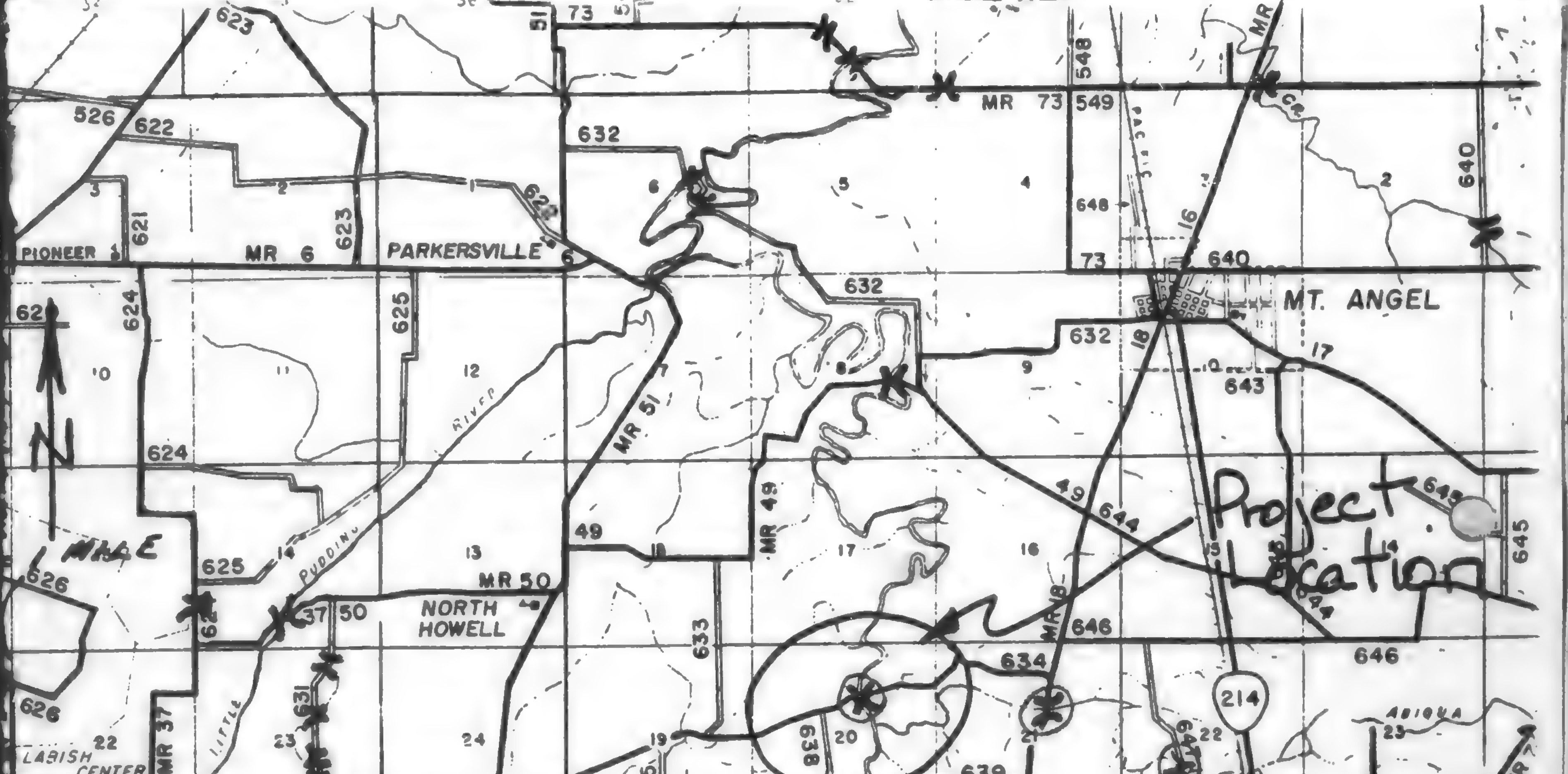
By John A Anderson
County Engineer of Roadmaster
John A. Anderson

County MARION COUNTY

Date February 25, 1976

lk


CONCOMLEY
ELECTRIC
WACONDA
606
602
PIONEER
MR 6
PARKERSVILLE
623
622
526
621
625
624
632
73
MR 73
548
51
SOUTHERN PACIFIC
608
N
1" = 1 MILE
609
610
611
BROOKS
6203
MR 37
627
626
625
PUDDING RIVER
MR 50
NORTH HOWELL
MR 51
49
MR 49
633
634
646
5
628
613
HIGHWAY
LABISH DITCH
LABISH CENTER
22
631
634
635
638
639
649
615
LAKE LABISH
629
94
MR 94
637
HAZEL GREEN
MR 52
630
636
26
MR 26
BETHANY
641
617
626
725
628
728
MR 47
213
757
755
754
727
726
7267
7132
710
7342
MR 26
733
734
753
CENTRAL HOWELL
EVERGREEN
MARION CO. HIGHWAY DEPT. SHOP
733


Project Location
MT. ANGEL
SILVERTON
PARKERSVILLE
PIONEER
NORTH HOWELL
LABISH CENTER
CENTRAL HOWELL
EVERGREEN
BETHANY
EVANS
COUNTY SHOP
Covered Bridge
PUDDING RIVER
LITTLE PUDDING RIVER
ABIQUA
N
MILE
MR 73
MR 6
MR 51
MR 50
MR 49
MR 37
MR 18
MR 52
MR 26
MR 47
MR 75
214
213

8677

FAS-C

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE
588-5036

January 30, 1976

Mr. G. N. Hopkins
Project Management Section
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

With regard to the letter we received from Bill Penhollow on January 16, 1976 referring to the FAS-C application deadline, we will not be able to make the February 1 deadline. The project is a bridge reconstruction over the Pudding River on Nusom Road. At this time, the road is not on the FAS-C system, but we have applied for its inclusion and are awaiting approval.

This will serve as our letter of intent to submit such an application at a later date. If you have questions regarding this matter, please call our Office.

Very truly yours,

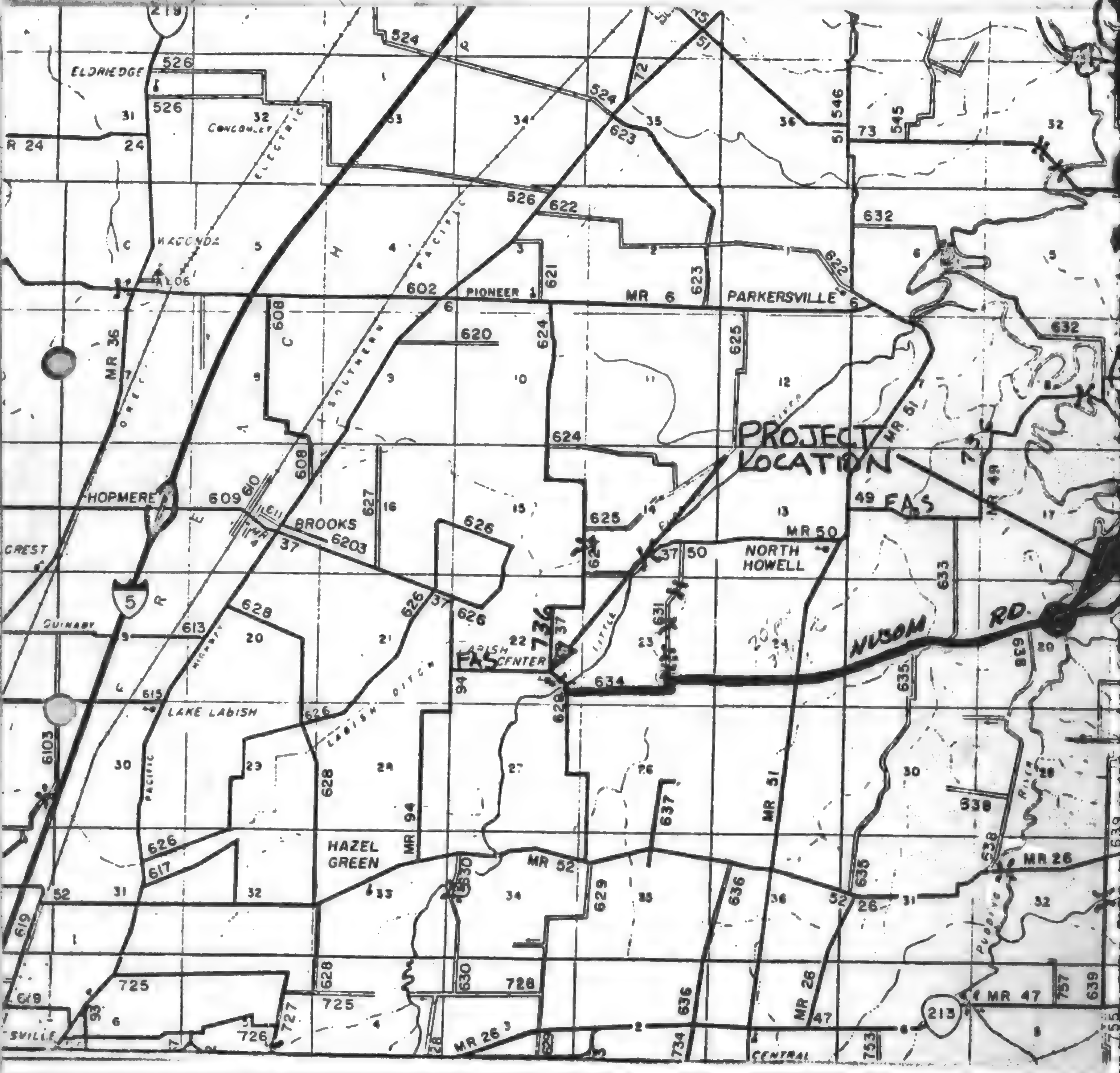
John A. Anderson
Director of Public Works

By Bob Jurica
Bob Jurica
Civil Engineer

JAA:CF:bjb

PROJECT MANAGEMENT
JAN 30 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Doug


PROJECT LOCATION
NUSOM RD.
FAS
FAS
736
ELDRIEDGE
CONCOMLY
WACONDA
PIONEER
PARKERSVILLE
HOPMERE
BROOKS
NORTH HOWELL
LABISH CENTER
LAKE LABISH
LABISH DITCH
HAZEL GREEN
QUINABY
CREST
CENTRAL
SOUTHERN PACIFIC
ELECTRIC
LITTLE PUDDING RIVER
PUDDING RIVER
5
219
213
MR 6
MR 36
MR 37
MR 50
MR 51
MR 52
MR 26
MR 47
MR 94
R 24
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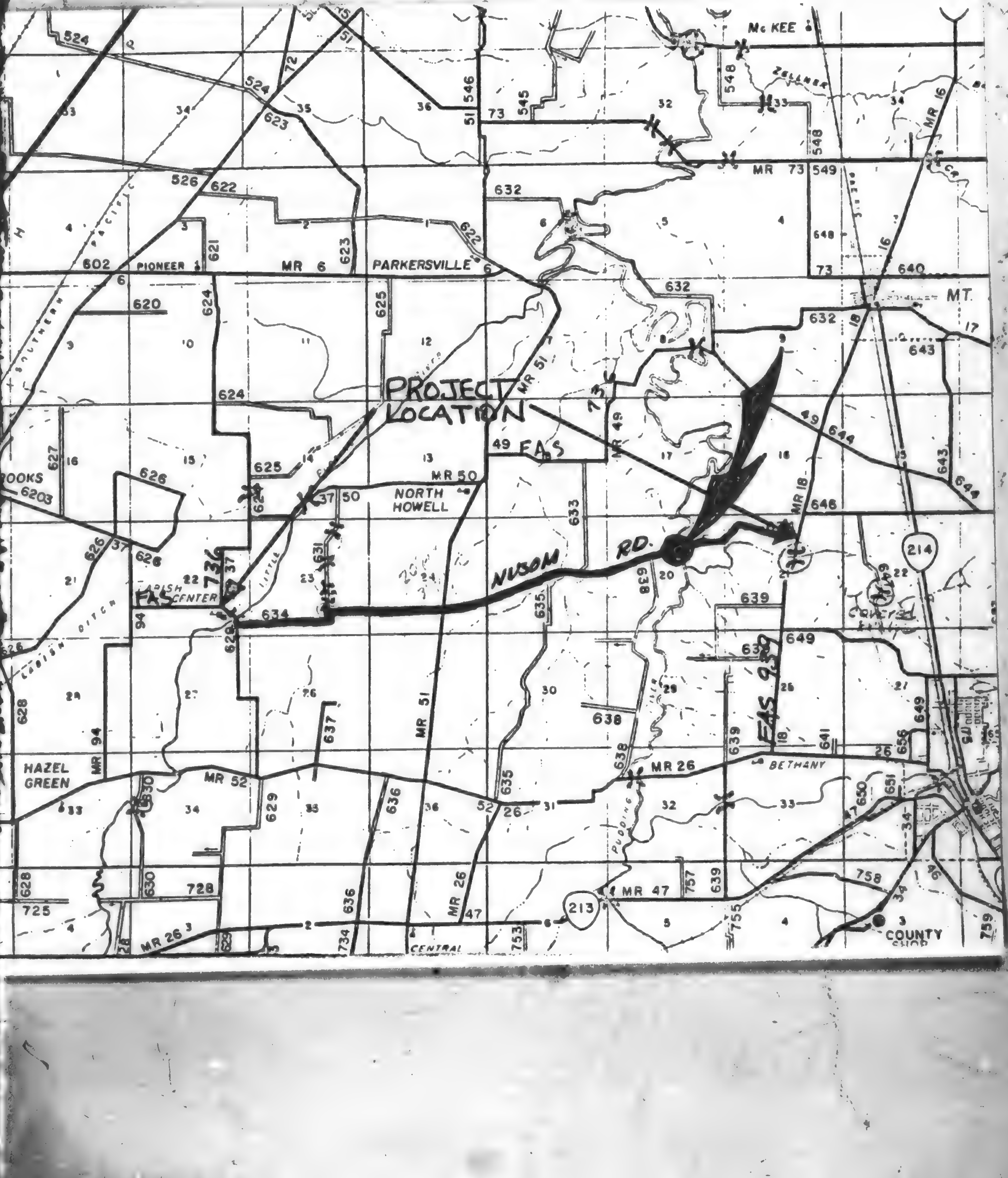
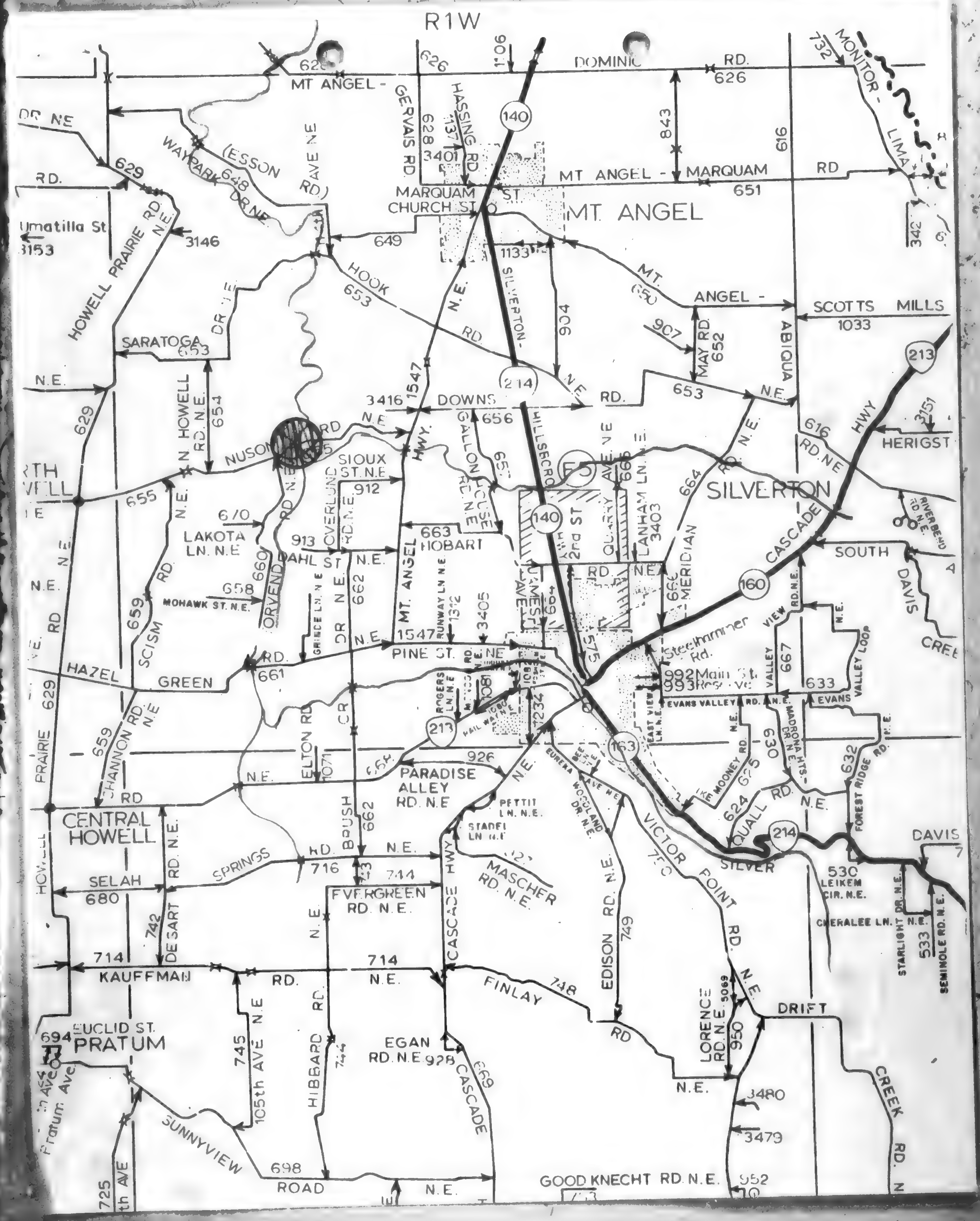

PROJECT LOCATION
NUSOM RD.
FAS 736
FAS 959
FAS
73
McKEE
ZELLNER
MR 73
MR 6
PIONEER
PARKERSVILLE
MT.
MR 51
MR 49
MR 50
NORTH HOWELL
MR 18
214
FAS CENTER
HAZEL GREEN
MR 94
MR 52
MR 26
BETHANY
MR 47
213
CENTRAL
COUNTY SHOP
SOUTHERN PACIFIC
MR 16
LITTLE
PUDDING

R1W
MT ANGEL - GERVAIS RD.
DOMINIC RD. 626
MONITOR - LIMA
HASSING RD.
MT ANGEL - MARQUAM RD 651
MARQUAM ST
CHURCH ST.
MT. ANGEL
WAYPARK DR NE
(ESSON RD)
AVE NE
HOWELL PRAIRIE RD. N.E.
Umatilla St 3153
3146
HOOK RD 653
SILVERTON - HILLSCREST
MT. ANGEL - SCOTTS MILLS 1033
ABIQUA N.E.
MAY RD 652
SARATOGA 653
N. HOWELL RD. N.E. 654
DOWNS RD. 653
NUSOM RD N.E.
GALLON HOUSE RD. N.E.
SIOUX ST. N.E. 912
OVERLUND RD. N.E.
HOBART 663
LAKOTA LN. N.E.
ORVEND RD N.E.
DAHL ST
MOHAWK ST. N.E. 658
MT. ANGEL HWY. N.E. 1547
RUNWAY LN N.E. 1312
QUARRY AVE NE
LANHAM LN. N.E. 3403
2nd ST
MERIDIAN
SILVERTON
CASCADE HWY
HERIGST
SOUTH
DAVIS CREEK
RIVER BEND RD. N.E.
Steelhammer Rd.
992 Main St.
993 Reserve
EVANS VALLEY RD. N.E.
VALLEY LOOP
VALLEY VIEW RD. N.E. 667
PINE ST. RD. N.E. 1547
HAZEL GREEN RD. 661
SCISM RD
SHANNON RD. N.E. 659
ELTON RD 1071
BRUSH CR. 662
ROGERS LN. N.E.
PARADISE ALLEY RD. N.E 926
PETTIT LN. N.E.
STADELI LN. N.E.
MASCHER RD. N.E.
EUREKA AVE N.E.
WOODLAND DR N.E.
VICTOR POINT RD. N.E.
MOONEY RD. 625
MADRONA HTS. DR. N.E.
FOREST RIDGE RD. N.E. 632
QUALL RD.
SILVER
LEIKEM CIR. N.E. 530
CHERALEE LN. N.E.
STARLIGHT DR. N.E.
SEMINOLE RD. N.E. 533
DAVIS
CENTRAL HOWELL
SELAH 680
SPRINGS RD. 716
DESART RD. N.E. 742
EVERGREEN RD. N.E. 744
CASCADE HWY
EDISON RD. N.E. 749
KAUFFMAN RD. N.E. 714
FINLAY RD 748
LORENCE RD. N.E. 950
DRIFT CREEK RD. N.E.
PRATUM
EUCLID ST. 694
105th AVE N.E. 745
HIBBARD RD. 744
EGAN RD. N.E. 928
CASCADE 669
SUNNYVIEW ROAD N.E. 698
Pratum Ave
725
GOOD KNECHT RD. N.E. 952
3480
3479
140
214
213
160
163
55
N.E.
629
655
656
660
670
913
3416
3405
3401
628
137
1106
843
616
907
904
650
649
648
664
666
630
624
633
575
3151
732

8678 Burnside Br. Sec. of FAU 1978
Rt. 9326 (city street in Ptld.)
(Deck surfacing)

C&Q 6063 5-12-77

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-22-81	CC 81-07		326-1911-297 $ 212.83 326-1081-297 $3,481.21

BILL TO: Code:

Multnomah County
2115 S.E. Morrison
Portland, Oregon 97214
Attn: Mr. Oliver Domreis
County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING:
Interstate Transfer Project [redacted]
Agreement No. 6063
Contract No. 8678

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
TOTAL COST			$340,249.95
Less Federal Funds			291,778.11
Less County Share Previously Paid			3,377.80
Balance - County Share			45,094.04
County Advance Deposit			45,900.00
REFUND DUE COUNTY			$ 805.96

(Attach Itemized Statement to Invoice)

Advance Deposit Amount	$ 45,900.00
Advance Deposit Previously Transferred to Highway Fund	$ 41,400.00
Balance	$ 4,500.00
Transfer to Highway Fund	$ 3,694.04
Refund Due	$ 805.96

Amount Due . . . . . $

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1805

Submitted By: Gary E. Zehner
Gary E. Zehner

Approved:
D. E. Swan

SP*35736-734

6

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** January 22, 1981

COUNTY MULTNOMAH **Contract No.** 8678 **Date Completed** June 30, 1978

PROJECT # IX-M-9326(2) **Section** Burnside Bridge

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 8,461.94
Payment to Contractor	306,078.30
SFO # 1 Monitor Contract	287.80
Construction Engineering	25,344.44
Interest	9.59
Audit Expense	25.13
Project Management	42.75
TOTAL PROJECT COST	$340,249.95
Less Federal Funds	291,778.11
COUNTY SHARE	$ 48,471.84

Reference: **Billing Form** CC 81-07

FORM 734-1745

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 3-1-77
TO 9-4-79

FEDERAL AID PROJECT NO.: IX-M-9326(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
M-36	$ 1,498.83	$ 1,498.83	85.80%	$ 1,286.00	$ 1,286.00	$ 0.00
823	2,983.49	2,983.49	85.80%	2,559.83	2,559.83	0.00
823	19,807.66	19,807.65	85.80%	16,994.96	16,994.96	0.00
823	3,979.62	3,979162	85.80%	3,414.51	3,414.51	0.00
823	311,936.24	311,798.15	85.80%	267,522.81	267,522.81	0.00
	$340,206.83	$340,067.74	85.80%	$291,778.11	$291,778.11	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 9/19/80

PASSED FOR PAYMENT
BY V. E. Skoog, Controller DATE

REMARKS

$ 0.00

1-16-81
To TYPE
E

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

326-1911
326-1081

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Burnside Bridge Section FAU 9326					
	Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	Multnomah County	All Required			$ 3,979.62	
	State:					
	IX Funding	All Required			2,983.49	
	Urban	All Required			1,498.83	
	Total P.E.				$ 8,461.94	
	Construction					
	Type Code X446 - Contract #8678					
	Deck Surfacing (Burnside Bridge)					
	Final Contract Payment Summary	Lump Sum			306,078.30	
	Construction Engineering					
	Multnomah county	All Required			$ 19,807.65	
	State	All Required			5,406.92	
	SFO#1 Monitor Contract	All Required			287.80	
	Total Construction Engineering				$ 25,502.37	
	Misc. Project Costs					
	Audit	All Required			25.13	
	Total Participating Costs				$340,067.74	
	Nonparticipating Items					
	Interest on Final Contract Payment				$ 9.59	
	Construction Engineering				128.50	
	Total Nonparticipating Costs				$ 138.09	
	TOTAL PROJECT COSTS				$340,205.83	
	Prepared based on participating costs as shown on Federal Billing as of 3/27/80.					
	AMOUNT CARRIED FORWARD					

```
                                   326    1080      201        00 P 1
                                   326    1080      206        00 N 1                                                  8,66
                                   326    1080      296        00 N 9                                                  8,65
                                   326    1080      298        00 N 9                                                  9
                                   326    1080      900        00 P 1                                                  6
                                   326    1080      900        00 N 1                                                  8,66
                                                    TOT        P1                                                      7
                                                    TOT        N1
                                               ** JOB TOTALS **                      **                 **             8,7

BURNSIDE BR, PTLD CTY ST          CONT NO 8678 * FA PROJ NOS XI   326002 100 M   326002
                                   326    1081      201        00 P 1 Cont.                                            306.07
                                   326    1081      206        00 N 1 Int.                                             308,9
                                   326    1081      296        00 N 9 Tr. St.                                          41.40
                                   326    1081      297        00 N 9 " Co.                                            267,52
                                   326    1081      298        00 N 9 " Fed                                            5,36
                                   326    1081      900        00 P 1 Const. Engr.                                     1
                                   326    1081      900        00 N 1 "      "                                         2
                                   326    1081      900        01 P 1 "      "
                                   326    1081      900        05 P 1
                                   326    1081      915        00 P 1 Audit
                                   326    1081      920        00 P 1 PM
                                                    TOT        P1                                                      311,7
                                                    TOT        N1                                                      1
                                               ** JOB TOTALS **                      **                 **             311,9

NW KITTRIDGE-26TH AVE             CONT NO 8648 * FA PROJ NOS XI   300003  30 M   300003  70
                                   326    1088      201        00 P 1                                                  517,
                                   326    1088      201        00 P 2                                                  1,247.4
                                   326    1088      201        00 N 1                                                  3,5
                                   326    1088      208        00 N 1                                                  1,
                                   326    1088      240        08 P 1                                                  2,
                                   326    1088      270        01 P 2                                                  2
                                   326    1088      270        02 P 2                                                  4,0
                                   326    1088      270        06 P 2                                                  23,0
                                   326    1088      285        07 P 1                                                  101,
                                   326    1088      295        00 N 9                                  14.82CR         1,799,
                                   326    1088      296        00 N 9                                  14.82           1,698,
                                   326    1088      298        00 N 9                                   3.44           54,6
                                   326    1088      900        00 P 1                                   8.04           126
                                   326    1088      900        00 P 2
                                   326    1088      900        00 N 1
                                   326    1088      900        00 N 2
                                   326    1088      900        01 P 1
                                   326    1088      900        01 P 2




                                                                                         NOVEMBER 1980             PAGE
TOTAL TO DATE JOB COST SUMMARY
                                                                                              FISCAL               GRAN
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR   CURRENT MONTH        YEAR TO DATE              TO
                                   326    1088      900        04 P 1
                                   326    1088      900        04 P 2
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          326   1080      201        00 P 1                                                           12.33     78     78
          326   1080      206        00 N 1                                                     8,669.34CR    78     78
          326   1080      296        00 N 9                                                     8,669.34      78     78
          326   1080      298        00 N 9                                                       943.63      77     80
          326   1080      900        00 P 1                                                        60.65      77     80
          326   1080      900        00 N 1                                                     8,669.34
                          TOT        P1                                                              72.98
                          TOT        N1                                                         8,742.32  **
                       ** JOB TOTALS **                        **                 **

                                                                                                          STATE
Y ST        CONT NO 8678 * FA PROJ NOS XI  326002 100 M   326002                                  306,078.30      78     80
          326   1081      201        00 P 1  Cont.                                                   9.59     78     78
          326   1081      206        00 N 1  Int.                                              308,922.81CR     78     80
          326   1081      296        00 N 9  Tr. St.                                            41,400.00       78     78
          326   1081      297        00 N 9  " Co.                                             267,522.81       78     80
          326   1081      298        00 N 9  " Fed                                               5,364.17       77     80
          326   1081      900        00 P 1  Const. Engr.                                          172.62       78     80
          326   1081      900        00 N 1     "     "                                            288.35       78     80
          326   1081      900        01 P 1     "     "                                               .55CR     78     80
          326   1081      900        05 P 1                                                         25.13       79     79
          326   1081      915        00 P 1  Audit                                                  42.75       78     79
          326   1081      920        00 P 1  pm                                                311,798.15
                          TOT        P1                                                              182.21
                          TOT        N1                                                          311,980.36  **
                       ** JOB TOTALS **                        **                 **

                                                                                                          STATE
VE          CONT NO 8648 * FA PROJ NOS XI  300003  30 M   300003  70                             517,206.38       78     79
          326   1088      201        00 P 1                                                1,247,465.88       78     79
          326   1088      201        00 P 2                                                    3,555.54       78     79
          326   1088      201        00 N 1                                                       20.80CR     80     80
          326   1088      208        00 N 1                                                    1,744.44       79     79
          326   1088      240        08 P 1                                                    2,335.33       79     79
          326   1088      270        01 P 2                                                      219.24       79     79
          326   1088      270        02 P 2                                                    4,066.60       80     80
          326   1088      270        06 P 2                                                   23,087.65       78     79
          326   1088      285        07 P 1                                                  101,400.00       78     78
          326   1088      295        00 N 9                                  14.82CR     1,799,948.06CR     78     80
          326   1088      296        00 N 9                                  14.82       1,698,548.06       78     80
          326   1088      298        00 N 9                                   3.44          54,655.27       77     80
          326   1088      900        00 P 1                                   8.04         126,402.74       77     80
          326   1088      900        00 P 2                                                       71.26     78     79
          326   1088      900        00 N 1                                                      139.97     78     79
          326   1088      900        00 N 2                                                         .51     78     79
          326   1088      900        01 P 1                                                        1.19     78     79
          326   1088      900        01 P 2


                                                            NOVEMBER 1980           PAGE  198
ST SUMMARY
                                                                     FISCAL          GRAND TOTAL     ACTIVE YRS
R DEPARTMENT          PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE        BEG    END
                  326   1088       900       04 P 1                                       360.00     78     78
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                                      326    1910       920      00 N 1                                              2
                                      326    1910       923      00 P 1                                              64
                                                        TOT      P1                                                  2
                                                        TOT      N1
                                                     ** JOB TOTALS **               **                  **         670

   BURNSIDE BR RESURFACING       CONT NO         * FA PROJ NOS XI   326002 100 M   326002                          3,84
                                      326    1911       296      00 N 9                                            3,84
                                      326    1911       298      00 N 9                                             830
                                      326    1911       901      00 P 1                                              19
                                      326    1911       905      00 P 1                                              96
                                      326    1911       906      00 P 1
                                      326    1911       914      00 P 1                                             484
                                      326    1911       920      00 P 1
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 TOTAL TO DATE JOB COST SUMMARY                                                     NOVEMBER 1980          PAGE  6

                                                                                       FISCAL              GRAND T
 DESCRIPTION OF JOB OR DEPARTMENT         PREFIX        FUNCTION   GR  CURRENT MONTH  YEAR TO DATE           TO DA
                                       326    1911       921      00 P 1                                     1,49
                                       326    1911       921      00 P 2                                        2
                                       326    1911       923      00 P 1                                     2,98
                                                         TOT      P1                                         1,49
                                                         TOT      P2
                                                      ** JOB TOTALS **              **               **      4,48

   UPRR XING N RANDOLPH ST (PORT CONT NO           FA PROJ NOS SRS 00S076 100                                  90
                                       326    1912       296      00 N 9                                        90
                                       326    1912       298      00 N 9                                     1,01
                                       326    1912       901      00 P 1                                         4
                                       326    1912       905      00 P 1                                         7
                                       326    1912       910      00 P 1                                         1
                                       326    1912       920      00 P 1                                        63
                                       326    1912       923      00 P 1                                     1,67
                                                         TOT      P1
                                                      ** JOB TOTALS **              **               **      1,67

   BNRR XING NW DOANE AVE (PORTL CONT NO           FA PROJ NOS SRS 00S075 100                                  18
                                       326    1913       295      00 N 9                                     4,64
                                       326    1913       296      00 N 9                                     3,90
                                       326    1913       298      00 N 9                                        5
                                       326    1913       299      00 N 9                                     4,29
                                       326    1913       901      00 P 1                                        30
                                       326    1913       901      00 N 1
                                       326    1913       905      00 P 1                                     4,3
                                                         TOT      P1                                            30
                                                         TOT      N1
                                                      ** JOB TOTALS **              **               **      4,6
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```
                                                                            13.40
  326   1910      920      00 N 1                                           26.08CR
  326   1910      923      00 P 1                                          646.17
                  TOT      P1                                               23.90
                  TOT      N1                                              620.07  **
               ** JOB TOTALS **                 **              **

                                                                               STATE
CONT NO        * FA PROJ NOS XI  326002 100 M   326002                   3,845.83CR
   326   1911     296      00 N 9                                        3,845.83
   326   1911     298      00 N 9                                          830.53
   326   1911     901      00 P 1                                          197.88
   326   1911     905      00 P 1                                          966.90
   326   1911     906      00 P 1                                            4.20
   326   1911     914      00 P 1                                          484.12
   326   1911     920      00 P 1
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                                                  NOVEMBER 1980        PAGE  678

ARY                                                       FISCAL       GRAND TOTAL
                                                       YEAR TO DATE      TO DATE
TMENT        PREFIX        FUNCTION   GR  CURRENT MONTH                   478.04
          326    1911      921      00 P 1                              1,498.83
          326    1911      921      00 P 2                                 21.82
          326    1911      923      00 P 1                              2,983.49
                           TOT      P1                                  1,498.83
                           TOT      P2                                  4,482.32  **
                        ** JOB TOTALS **                **          **

                                                                                  STATE
 (PORT CONT NO         FA PROJ NOS SRS 00S076 100                         900.00CR
          326    1912      296      00 N 9                                900.00
          326    1912      298      00 N 9                              1,011.13
          326    1912      901      00 P 1                                 49.16
          326    1912      905      00 P 1                                 79.97
          326    1912      910      00 P 1                                 12.14
          326    1912      920      00 P 1                                523.20
          326    1912      923      00 P 1                              1,675.60
                           TOT      P1                                  1,675.60  **
                        ** JOB TOTALS **                **          **

                                                                                  STATE
 (PORTL CONT NO        FA PROJ NOS SRS 00S075 100                         185.11
          326    1913      295      00 N 9                              4,646.96CR
          326    1913      296      00 N 9                              3,906.51
          326    1913      298      00 N 9                                555.34
          326    1913      299      00 N 9                              4,291.41
          326    1913      901      00 P 1                                306.39
          326    1913      901      00 N 1                                 49.16
          326    1913      905      00 P 1                              4,340.57
                           TOT      P1                                    306.39
                           TOT      N1                                  4,646.96  **
                        ** JOB TOTALS **                **          **
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☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628

STATE COPY

cc: State (H. S. Coulte[illegible]

U.S. DE[illegible]RTMENT OF TRANSPORTATION
FED[illegible] HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 9-4-79	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. IX-M-9326(2)
COMPLETION DATE 6-30-78	ACCEPTANCE DATE BY CONTRACT AGENCY 10-9-78	TIME ELAPSED 100 %	CONTRACT TIME S.C.D. 5-15-78
APPROVED EXTENSIONS S.C.D. 6-30-78	LOCATION Burnside Bridge across Willamette River, Portland		

***The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.**

***A copy of the State's materials certificate is attached to the Division office copy of this report.**

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: ***The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.***

BURNSIDE BRIDGE
Expansion Joint Repair & Resurfacing

This project was completed at a total cost of $329,445 representing a negligible overrun. Materials and workmanship are considered satisfactory and in conformance with contract requirements.

RECEIVED
STATE HWY ENGR
OCT 11 '79
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

10-11
cy

***NOTE: Not applicable for direct federal projects.**

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE CT Christianson C. T. Christianson	SIGNATURE G. K. Hossner
TITLE Area Engineer	DATE 9-4-79
TITLE Field Operations Engineer	DATE 9-4-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8678

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-139		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER	2-29-79	Project Number IX-M-9326(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 6, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 335,003.00	$ 346,660.00
Federal funds	$ 287,431.00	$ 297,431.00
Other revisions		

This modification is made for the following reasons:

Increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of Febuary, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

xBy for H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon Feb. 23, 1979

Federal Aid Project
No. IX-M-9326(2)

Burnside Bridge Section
FAU 9326 (City Street)
Multnomah County

Revised Project Agreement Estimate

Type Code PE Preliminary Engineering	All Required	$ 6,600.00
Type Code X446 Deck Surfacing (Burnside Bridge) Subtotal of previous estimate of Feb. 23, 1978		$289,430.00
E,W.O. #1 (Repair Deck)	All Required	$ 14,015.00
	Increase	$ 14,015.00
	Subtotal	$303,445.00
	Engineering	35,615.00
	Total	$339,060.00

Length of Project. . . . . 0.414 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
PE (Urban System Funds)	$ 1,500.00	$ 1,286.00	$107.00	$ 107.00
PE (IX Funds)	6,100.00	5,233.00	--	867.00
Subtotal	$ 7,600.00	$ 6,519.00	$107.00	$ 974.00
Construction (IX Funds)	$339,060.00	$290,912.00	--	$48,~~122~~ 148.00
Total	$346,660.00	$297,431.00	$107.00	$49,122.00

Group 1 - IX - 100%
Group 2 - U(W36) - 0%
Contract No. 8678
Prefix - 326-1911
Prefix - 326-1081
Prefix - 426-1007

8/78

Oregon State Highway Division
Salem, Oregon, June 6, 1978

Federal Aid Project
No. IX-M-9326(2)

Burnside Bridge Section
FAU 9326 (City Street)
Multnomah County

Revised
Project Agreement Estimate. To change match funding.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,500.00

Type Code X446
Deck Surfacing (Burnside Bridge)

Mobilization	All Required		26,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	160 Sq.Ft.	8.00	1,280.00
Temporary Barricades	40 Only	60.00	2,400.00
Flagmen	800 Hour	10.00	8,000.00
Remove Streetcar Rails	All Required		6,600.00
Reconstruct Rail Ends at Roadway Joints	All Required		4,500.00
Reconstruct Steel Dams at Joints at Drawspan	All Required		14,000.00
Temporary Asphalt Ramps	All Required		1,500.00
Conterweight Additions and Drawspan Balancing	All Required		54,500.00
* Membrane Waterproofing	16,000 Sq.Yd.	3.20	51,200.00
* Class "C" Asphalt Concrete	1,150 Ton	22.00	25,300.00
* Rubberized Pavement	125 Ton	120.00	15,000.00
Furnish and Install Unit Dams and Seals	All Required		33,000.00
Concrete Expansion Dams	All Required		14,800.00
Furnish and Install Preformed Compression Joint Seals	All Required		15,300.00
Furnish and Install Poured Joint Seals	All Required		550.00
Mono-Directional Type I Markers	420 Only	5.50	2,310.00
Bi-Directional Type I Markers	260 Only	5.50	1,430.00
White Type II Markers	840 Only	1.50	1,260.00
			$288,930.00

* Experimental, Catagory 2

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 500.00
	Subtotal	$289,430.00
	Engineering	39,073.00
	Total	$328,503.00

Length of Project - - - - - - - - - - - - 0.414 mile

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
P. E. (Urban System Funds)	$ 1,500	$ 1,286	$ 107	$ 107
P. E. (IX Funds)	5,000	4,290	- -	710
Subtotal	6,500	5,576	107	817
Construction (IX Funds)	328,503	281,855	$ - -	$46,648
Total	$335,003	$287,431	$ 107	$47,465

Group 1 - IX - 100%

Group 2 - U(W36) - 0%

Contract No. 8678

Prefix 326-1911

Prefix 326-1081

8678

FILE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-52		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER	3-6-78	Project Number IX-M-9326(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 9, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 18,100.00	$335,003.00
Federal funds	$ 15,500.00	$287,431.00
Other revisions		

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of March, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By J H Wenstrey

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

[illegible]

File

Oregon State Highway Division
Salem, Oregon, February 28, 1978

Federal Aid Project
No. IX-M-9326(2)

Burnside Bridge Section
FAU 9326 (City Street)
Multnomah County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,500.00

Type Code X446
Deck Surfacing (Burnside Bridge)

Mobilization	All Required		26,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	160 Sq.Ft.	8.00	1,280.00
Temporary Barricades	40 Only	60.00	2,400.00
Flagmen	800 Hour	10.00	8,000.00
Remove Streetcar Rails	All Required		6,600.00
Reconstruct Rail Ends at Roadway Joints	All Required		4,500.00
Reconstruct Steel Dams at Joints at Drawspan	All Required		14,000.00
Temporary Asphalt Ramps	All Required		1,500.00
Conterweight Additions and Drawspan Balancing	All Required		54,500.00
* Membrane Waterproofing	16,000 Sq.Yd.	3.20	51,200.00
* Class "C" Asphalt Concrete	1,150 Ton	22.00	25,300.00
* Rubberized Pavement	125 Ton	120.00	15,000.00
Furnish and Install Unit Dams and Seals	All Required		33,000.00
Concrete Expansion Dams	All Required		14,800.00
Furnish and Install Preformed Compression Joint Seals	All Required		15,300.00
Furnish and Install Poured Joint Seals	All Required		550.00
Mono-Directional Type I Markers	420 Only	5.50	2,310.00
Bi-Directional Type I Markers	260 Only	5.50	1,430.00
White Type II Markers	840 Only	1.50	1,260.00
			$288,930.00

* Experimental, Catagory 2

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 500.00
	Subtotal	$289,430.00
	Engineering	39,073.00
	Total	$328,503.00

Length of Project - - - - - - - - - - - - 0.414 mile

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
P. E. (Urban System Funds)	$ 1,500	$ 1,286	$ 107	$ 107
P. E. (IX Funds)	5,000	4,290	255	355
Subtotal	6,500	5,576	462	462
Construction (IX Funds)	328,503	281,855	23,324	23,324
Total	$335,003	$287,431	23,786	$23,786

Group 1 - IX - 100%

Group 2 - U(W36) - 0%

Contract No. 8678

Prefix 326-1911

Prefix 326-1081

STATE COPY

TO BE COMPLETED BY FHWA **MONTHLY TRANSACTION NO.** 8-77 + 8-78	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-9-77	te Oregon County Multnomah Project No. IX-M-9326(2)

The State, through it Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. Burnside Br. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-1-77	0.41
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro rata 85.8[illegible]

ESTIMATED TOTAL COST OF PROJECT $ 18,100	**FEDERAL FUNDS** 1,287 Urban System $ 14,213 IX Funds

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

Acting State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator AUG 09 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 1, 1977

Federal Aid Project
No. IX-M-9326(2)

Burnside Bridge Section
City Street In Multnomah County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required	$ 18,100.00
	Total	$ 18,100.00

Length of Project - - - - - - - - - 0.41 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E. (Urban System Funds)	$ 1,500.00	$ 1,287.00	$ 106.50	$ 106.50
P.E. (IX Funds)	16,600.00	14,213.00	1,193.50	1,193.50
Subtotal	$18,100.00	$15,500.00	$ 1,300.00	$ 1,300.00
Retain in Program				
Construction (IX Funds)	$332,000.00	$284,800.00	$23,600.00	$23,600.00
Total	$350,100.00	$300,300.00	$24,900.00	$24,900.00

Group 1 - IX - 100%
Group 2 - Urban System (W36) - 0%
Prefix 326-1911
Pro Rata 85.8%

8678

December 6, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $10,223.17 will be made to Sealant Systems Co. on Contract No. 8678 for deck surfacing on the Burnside Bridge on FAU 9326 in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $306,078.30 including the post-final payment. Of the total, $14,015.32 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Sealant Systems Co.
P. O. Box 418
Woodinville, WA 98072

bc C. T. Keasey
Walt Hart
Ed Hardt

8678

October 13, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Safeco Insurance Company of America
1500 S. W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8678 awarded to Sealant Systems Co. for deck surfacing on the Burnside Bridge in Multnomah County was completed on June 30, 1978, and accepted by the State Highway Engineer on October 9, 1978.

Final payment in the amount of $992.35 will be released to the contractor after October 18, 1978. The total contract amount is $295,855.13 including $14,015.32 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Sealant Systems Co.
P. O. Box 418
Woodinville, WA 98072

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

#671

Sealant Systems Co.
P.O. Box 418
Woodinville, Washington 98072
(206) 485-6577

October 13, 1978

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Contract #8678

Gentlemen:

Please find enclosed the original Final "Contractor's Certificate" for Contract No. 8678 in the amount of $992.35. Please note that we have yet to receive payment for Price Agreement #1 in the amount of $9,223.17 and Price Agreement #3 in the amount of $1,000.00.

Very truly yours,

SEALANT SYSTEMS CO.

By Mark Rohde
Mark Rohde

MR:mc

cc: Phil

NOTED
V. E. SKOOG

NOTED
R. J. HACEK

CC: C. W. Head ✓
C. T. Keasey

RECEIVED
18 1978
HIGHWAY ACCOUNTING

RECEIVED
OCT 16 1978
SEALANT SYSTEMS CO.

[illegible]
C. W. HEAD

2678

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-625-985

STATE COPY

8

8-8-78

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: ✓State (H. S. Coulter)

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
IN COMPANY WITH Marian Craft, Reg. Constr. Engineer, OSHD			
DATE OF INSPECTION 8-8-78	INSPECTION MADE BY C. T. Christianson, Area Engineer		PROJECT NO. IX-M-9326(2)
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 150 %	WORK COMPLETED 100 %

BURNSIDE BRIDGE
EXPANSION JOINT REPAIR & RESURFACING

The purpose of this project was to reconstruct the deck expansion joints and resurface the deck wearing course. Work was completed [illegible] 6-30-78 in conformance with contract plans and specifications at a final cost of approximately $330,000 representing a negligible overrun.

The contractor overran the specified contract time by 50% due to extra work and weather conditions. A time extension request has been submitted and approval is expected.

The deck was paved with rubberized asphalt and the results were favorable. The lift span was raised to a vertical position less than 10 hours after paving without loss of bond.

RECEIVED
STATE HWY ENGR
AUG 16 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-16-78
cy Keasey

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8678

8

August 1, 1978

Sealant Systems Company
Post Office Box 418
Woodinville, WA 98072

Gentlemen:

We have carefully reviewed your request for a time extension on Contract No. 8678, Burnside Bridge Deck Surfacing.

A 46-day time extension is hereby granted for delay in award, extra work, design changes and unfavorable weather. This will eliminate liquidated damages on this project.

Sincerely,

for E. S. Coulter
State Highway Engineer

bc C. T. Keasey
Robert Church
Marion Craft
Richard Hacek
Ken Wheatley, Multnomah County
Bridge Engineer
2115 S.E. Morrison Street
Portland, OR 97214

OBJ:fr ia

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 28, 1978

FILE: CON 5 #8678

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Burnside Bridge Deck Surfacing
Multnomah County
Contract No. 8678

Sealant Systems Company, contractor on the subject project, has requested requested a 46-day time extension based on delay in award, extra work and unfavorable weather. Pertinent dates are:

Bid opening	1-26-78
Award date	2-21-78
Specified completion	5-15-78
2nd Notification	6-30-78

The contractor has claimed a two-week delay due to late award of the contract. Twenty-six (26) days had expired from bid opening to date of award. Our specifications state that the contractor may be granted additional time in the event more than 20 days have elapsed between the bid opening and date of award. The additional six days should be granted to the contractor.

The contract special provisions required the paving work to be performed on weekends and in dry weather. Due to unfavorable weather the contractor's paving operation was delayed for three weeks. The contractor was able to work on some extra work items during the delay. Lost time just for weather equals seven days. These should be returned to the contractor.

Extra work involved the repair of the existing bridge deck, counterweights and draw spans. Twenty (20) working days were required for this work. Allowing for weekends (20 x 1.4), 28 days should be granted for this reason.

Plan changes and redesign work after the contract was let delayed the contractor five days. This time should be granted.

In summary, the contractor should be granted six days for delay in award, seven days for weather, 28 days for extra work and five days for design changes for a total of 46 days, which will eliminate liquidated damages on this project.

This is a Federal-aid Urban project. FHWA concurrence is not required. A rough draft letter to the contractor is attached.

OBJ:fr
Att.
cc: Marion Craft
Ken Wheatley, Multnomah Co.
Robert Church

RECEIVED
STATE HWY ENGR
JUL 31 '78
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 5, 1978

Gentlemen:

We, the undersigned, respectfully request an ~~increase in the number of workdays from~~ extension of the completion date from (1978) May 15th to June 30th within which to complete our Contract No. 8678, without the assessment of liquidated damages. The said contract is described as follows:

Deck Surfacing - Burnside Bridge

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delay in execution of contract 2 weeks.

Extra work items - 3 weeks.

Unfavorable weather (for week end paving)

NOTE: The bridge will be clear of construction work, materials and equipment on June 10,1978.

Respectfully submitted,

SEALANT SYSTEMS COMPANY
Contractor

By Patrick A. Humphres
Patrick A. Humphres - Vice-President

CONSENT OF SURETY

Date May 10,1978, 1978

We, UNITED PACIFIC INSURANCE COMPANY and SAFECO INSURANCE COMPANY OF AMERICA, as

co surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley S. Martin
Stanley S, Martin Attorney-in-fact for both companies

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8678 Contractor Sealant Systems Co.

Highway FAU #9326 (City Street)

Section Burnside Bridge

Kind of Work Resurfacing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

~~Period allowed for project was too short. Project was first advertised in Sept. 1977 and withdrawn because material specification problems. Upon readvertising, the original completion date was inadvertently left unchanged.~~

A 46-day time extension is granted for delay in award, extra work, design changes and unfavorable weather.

Recommended for Approval:

Marion Cuff Division Engineer

O. B. Jackmond For Construction Engineer ~~or Bridge Engineer~~

A. T. Schroder Act. State Highway Engineer

Contract No.	8678
Project designation (State-Federal)	FAU
Date awarded	Feb. 8, 1978
Work started	Feb. 27, 1978
Per cent completed	63% 5/7/78 (Date)
Specified Completion Date ~~No. of Workdays Allowed~~	5/15/78
No. of Workdays Used	
No. of Added Calendar days ~~Workdays~~ Requested	46

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR
October 6, 1978

R D Church for
FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project
Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract 8678 , Work Completed June 30, 1978

Project Burnside Bridge

Highway FAU 9326 (City Street)

County Multnomah

Type of Work Deck Surfacing

Contractor Sealant Systems Co.

Recommended Acceptance Date October 9, 1978

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

Letter sent to Surety by Karen on 10/13/78.

RECEIVED
STATE HWY ENGR
OCT 11 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

APPROVED
STATE HIGHWAY ENGINEER
Date 10-12-78

Form 81-734-1384 (9-77)

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐

Final ☒

Project Name BURNSIDE BRIDGE				Contract No. 8678
Highway FAU 9326			County Multnomah	Prefix No. 326-1081
Contract Time Elapsed ± 150%	Contract Work Completed 100 %	Contract Work Quality Good	Contract Work Progress Overran Time	F.A. Project No. IX-M-9326(2)
Inspection date 7-10-78		By Marion Craft		

In company with John Howard, Ken Wheatley, Bob (inspector for Multnomah County), and Dick Humphries (contractor).

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

We inspected the two types of paving, the joints, and the mechanical work done on the counter weights under the bridge. All work done seems to be done in a good, thorough, workmanlike manner. The joints look good and the ride on the pavement and over the joints is smooth. The project is considered acceptable.

There is an overrun in time from the specified completion date of May 15, 1978 to June 30. The contractor has submitted a time extension request and it has been returned to Ken Wheatley for more explanation and justification.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

NA Date opened to traffic or in operation
6/30/78 Date of Second Notification
-- Date Contractor's notice for semi-final inspection received
6/30/78 Date Contractor removed equipment, plant, etc.
about 2 weeks Estimated submittal date of semi-final estimate
June 30, 1978 Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
~~Project Engineer (If Applicable)~~
Multnomah County

Signed Marion Craft

Title Reg Const Engr

8678 8

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Burnside Bridge
WEEK ENDING: 16 June '78
SECTION PREFIX: 326-1081
HIGHWAY: FAU 9326
COUNTY: Multnomah
NAME OF JOB: Burnside Bridge Resurfacing
KIND OF WORK: Expansion Joints & Paving
CONTRACTOR: Sealant Systems Co.
CONTRACT NUMBER: 8678
FEDERAL AID PROJECT NUMBER: 1X-M-9326
DATE OF CONTRACT: 8 February '78
DATE WORK STARTED: 27 February '78
ESTIMATED COMPLETION DATE: 30 June '78
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 1
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: May 15, 1978
PERCENT OF TIME ELAPSED: 100% Extension Applied For
PROJECT AUTHORIZATION: $ 327,934.55
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 92%
EXCLUSIVE OF ENGINEERING: $ 301,931.85
ENGINEERING AUTHORIZATION: $ 30,537.70
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 305,900.04
ENGINEERING COST TO DATE: $ 20,000 Est
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89%
ESTIMATED PERCENT: OVERRUN UNDERRUN: 1.3 %
PERCENT OF AUTHORIZATION: 65 %
DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	511 B						
PERCENT	92%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY 12	Showers			
TUESDAY 13	Showers			
WEDNESDAY 14	Showers			
THURSDAY 15	Cloudy			
FRIDAY 16	Fair			
SATURDAY 17	Fair			

RECEIVED
JUL 6 1978
CONSTRUCTION BRANCH

Keasey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 12	Sawing & removing AC from N. Curb lane at Transflex joints.
TUESDAY 13	Reconstructed Bt 24 where bad existing concrete had to be removed. Replaced unbonded Dam Section at PR 4
WEDNESDAY 14	Cast base at Bt 22 Rained out.
THURSDAY 15	Replaced portions of concrete Dams not properly bonded. Placed transflex at PR 4
FRIDAY 16	Placed transflex in remaining N. Lane joints.
SATURDAY 17	Placed traffic marker buttons .

REMARKS

SIGNED Kenneth Wheatly LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

PROJECT MANAGEMENT OFFICE MEMO

Date 6-2-78

Subject Burnside Bridge (E-4) File No.

Received (call) (~~visit~~) from Ted Spence

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Wants to reconcile funding differentials Zehner

FF 1,287 (FAI)

Authorized (Fed Funds) 301,000 or 302,000 FF

Obligated 350,000 364,000 ~~[illegible]~~ 328,000 18,213 PE 18,000/350,000 296,000+

UMTA

Programed Per Arenz ~~187,000~~ 287,000

Project Application from Co 350,000

TIP 301,000

Advised Ted Spence 6-5-78

He had also called Susan for some info

Complained to him about doubling up

Signature A Hemer

File ( ) (✓) ( ) ( ) (✓) ( ) ( ) (✓)

Circulate: PME LGE OPE PAE CCE OM Other Zehner

REGON STATE HIGHWAY DIVISION

-(11-71)

Request for Outside Billing

(Or Advice of Cash Transaction)

nvoice to: Multnomah Country

2115 SE Morrison

Portland, OR 97204

of Oliver Domreis,
County Engineer

Request No. (assigned by staff engineer or head of section) CC 1805

Date April 10, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

n and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters orders by which payer authorized the service.)

Statement: Advance Deposit $45,900.00

Unit	Description	Unit Price	Amount
	To be retained in Advance Deposit	$4,500.00	
	To be transferred to State Hwy. Funds for the Burnside Bridge Section. [redacted] Agreement No. 6063		$41,400.00

as made payment for this ndicate the amount of payment. $

as made a deposit with the Highway Division to payment, indicate the amount of the deposit. $ 45,900.00

partial or final request for billing? Partial

ave been any previous requests for connection with this same service, he total amount of all previous requests. $

number of the last previous request tion with this same service.

Credit distribution: 326-1081-297

Submitted by: Fred Hildebrandt
F. Hildebrandt

Approved:
Regional Engineer

Approved:
Gerald W. Wimer Section Head or Staff Engineer

uctions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff r section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the g Section.

8678

8

February 27, 1978

Sealant Systems Co.
P. O. Box 418
Woodinville, WA 98072

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8678 for deck surfacing on
the Burnside Bridge in Multnomah County.

A copy of this contract is also being sent to the sureties on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt

Oliver J. Domreis
County Engineer
Multnomah County
2115 S.E. Morrison
Portland, OR 97214

8678

9

bc Ol[illegible]er J. Domreis, County Engineer
Multnomah County
2115 S.E. Morrison
Portland, OR 97214

C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
SAIF
Fran

February 21, 1978

Sealant Systems Co.
P. O. Box 418
Woodinville, WA 98072

Gentlemen:

The Oregon Transportation Commission on January 30 accepted your proposal for deck surfacing on the Burnside Bridge in Multnomah County for the sum of $288,930 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration and Multnomah County and when the sum of $45,900 is deposited by the County.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8678.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 15, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

DEPARTMENT OF JUSTICE

Memorandum

DATE: January 27, 1978

TO: E. S. Hunter
Technical Services Engineer

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Project #12, Burnside Bridge Section FAU 9326, Multnomah County

I have reviewed the bid of Sealant Systems Company and it is my opinion that the error on bid item number 20 relating to white type II markers is a patent error and as such the bid is acceptable. It is obvious from reviewing the bid proposal that they inserted the number of markers in the unit price slot rather than the unit price and the extension of $1,260 is based on the reasonable price of such markers. The bid can be corrected with the bidders permission and accepted by the Commission. The substantiation of the extension is the fact that two other bids had a $1.50 each for the markers and one other bid was at a $1.25 each for the markers.

JLS:sjb

cc: Gerald Wimer

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 27 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

January 31, 1978

Multnomah County Board of Commissioners
Courthouse
Portland, OR 97204

Attention Ms. Diane Trudo
Clerk of the Board

Gentlemen:

On January 26, 1978 a satisfactory bid was received from Sealant Systems Company, P. O. Box 418, Woodinville, WA 98072 for construction on Burnside Bridge Section, FAU 9326.

The anticipated construction cost based on their bid is as follows:

Bid Items	$288,930.00
4-1/2% Contingencies	13,001.85
9% Engineering	26,003.70
ESTIMATED TOTAL COST	$327,935.55

County's Advance Deposit:
14% of $327,935.55 = $45,910.98, or say $45,900.00

Please make your check in the amount of $45,900.00 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 5821 N.E. Glisan, Portland, OR 97213, prior to February 17, 1978.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

FFH:ljt

bc w/att: Jon Rose, Region 1: Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-374 and submit to Finance Branch.

✓ M

8678

2

STATE OF OREGO

INTEROFFICE MEMO

TO: Memo to the File

DATE: January 12, 1978

FROM: Walter J. Hart
Structural Design Engineer

Walter J. Hart

SUBJECT: Burnside Bridge Section

NOTED
E. S. HUNTER

On Wednesday, January 11, 1978, Herb Schell of the Federal Highway Administration, Jim Wilson of the Materials Section, and I met with Ken Wheatley of Multnomah County to discuss the subject project.

The specific area of discussion related to the suitability of the overlay mix proposed for use on the lift span. The Federal Highway Administration wanted assurance that sufficient testing will be done to insure that the proposed mix will adhere to the movable span. Mr. Wheatley is satisfied that it is entirely suitable based on experience with the same mix on the Broadway Bridge.

It was agreed that the Materials Section would perform some tests on the specified material. These tests would be done during the next month. If there are any problems, the results will be known far enough in advance to take corrective action.

The similar mix on the Broadway Bridge was observed in the field. The pavement surface has been down approaching five years and is in excellent condition.

The Federal Highway Administration have indicated that they will approve of the use of this material on the Burnside Bridge on an experimental basis. By copy of this letter, I am requesting Mr. Quinn of our Research Unit to contact Mr. Wheatley and take the necessary procedural steps to cover the project as an experimental application.

WJH:dh

cc E. S. Hunter /w/ encl.
H. A. Schell /w/ encl.
Ken Wheatley /w/ encl.
J. C. Jenkins /w/ encl.
Wm. Quinn /w/ encl.

RECEIVED
TECHNICAL SERVICES
JAN 13 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1307

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: December 22, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project IX-M-9326(2)
Burnside Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

Prev. corres. not in Gen. File 12-27 j

We have reviewed the plans and specifications for the above structure work and are concerned about the bascule span paving. We would prefer a concrete overlay. Our concern is for the potential slipage of the rubberized asphaltic concrete pavement in summer weather.

We are not unsympathetic with the reasons for selecting this material and will approve the project on an experimental basis. We further feel there should be a testing procedure devised to evaluate the tack and overlay material's ability to adhere to the concrete pavement at the angle of the bascule. A temperature and time evaluation should be included in the test. This testing should be completed prior to making the final selection of the mix design.

Some clarification comments on the proposed specifications might be desirable to alert the contractor of the testing requirements and the need for him to quickly select his materials.

For G. L. Green

cc:
W. Hart

RECEIVED
DEC 29 1977
BRIDGE SECTION

RECEIVED
TECHNICAL SERVICES
DEC 23 '77
REFER TO
Hart
FOR

Info	Inve.	R/D	D/R	Sign	Act	File

Ok discuss

NOTED
W. J. HART

8678

Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 30, 1977

In reply refer to: HRT-OR/430.2

SUBJECT: Oregon Project M-9326(-)
Burnside Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

NOTED
E. S. HUNTER

Mr. Wallace's November 14, 1977, letter requesting approval to specify Rub-R-Road and polyester fiber asphalt concrete as deck surfacing on this bridge is approved. The work plan and reporting procedures are satisfactory.

for G. L. Green

cc:
D. Eddings, Proj. Mgt.
L. Wallace, Bridge

cy Versting
12-1-77

RECEIVED
TECHNICAL SERVICES

DEC 1 '77

REFER TO
Hank

FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 11-21-77

Subject: Federal Aid Project No. 1X-M-9326 (2)
Project Name Burnside Bridge
FAU-9326 City St. 726

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

A ☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

12-2-77 (H)

Signed at Portland, Oregon, this 21st day of November, 1977

CC: DE Swan
CT Keasey
J. Chidsey

County of Multnomah

Oliver J Domreis
~~County Judge/Chairman~~
Oliver J. Domreis
County Engineer
Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 11/23/77

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

8678

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97303

November 14, 1977

NOTED
E. S. HUNTER

Burnside Bridge
FAU 9326 (City Street)
Multnomah County
Deck Surfacing

Enclosed is a copy of the County's Work Plan and Inspection Report for the experimental items Rub-R-Road and polyester fiber asphalt concrete to be used in the deck surfacing on the subject bridge.

We have reviewed the plan and find it to be satisfactory and request your approval of the plan and use of this material on this project as a Category 2 item, per FHWA Federal Aid Highway Program Manual, Vol. 6, Chapter 4, Section 2, Subsection 4.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Design Engineer,
Structural Design Section

Enclosure

cc E. S. Hunter
D. H. Moehring
D. Wilhite
Kenneth Wheatley (Multnomah Co.)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 16 1977
File: PM FA
TAA ________ LG OP

RECEIVED
TECHNICAL SERVICES
NOV 17 '77
REFER TO
FOR

Info	Invest	R/D	O/R	Sign	Act	File

Form 81-731-0027 (9-77)

BURNSIDE BRIDGE - FAU #9326 - DECK SURFACING

Experimental Feature 1. Firestone RUB-R-ROAD Asphaltic Concrete (Bascule Span Only)
2. Polyester Fiber Asphaltic Concrete

WORK PLAN

Purpose: A. To determine the costs, effectiveness and serviceability of latex impregnated asphaltic concrete - applied as a one-course wearing surface over reinforced concrete bridge deck.

B. To determine the costs, effectiveness and serviceability of polyester fiber asphalt concrete membrane overlaid with a Class "C" modified mix. as a two-course wearing service over a reinforced concrete bridge deck.

Scope: The following properties are to be evaluated:

1. Bond and cohesive strength of both above items A and B.
2. Wear resistance
3. Resistance to shoving and rutting, under a traffic load of approx. 9,000 A.D.T. per lane.
4. Permeability.

Inspections: The bond and cohesion tests will be made before acceptance of the completed project and before a final report three (3) years later.

Bench marks will be established at points in uphill acceleration, downhill braking and normal cruising lanes. Wear profiles will be made twice annually at beginning and end of tire stud permitted periods. Evidence of rutting or shoving will be noted from visual inspection and will be evident in the profiles.

Resistivity tests will be made annually to determine the value of and changes, if any, in the permeability.

A copy of the inspection forms is attached.

Reports: A report will be submitted upon completion of the project and again after a period of three years with performance results and recommendations.

[illegible]
BRIDGE DECK SURFACING
INSPECTION REPORT

INITIAL

Bridge Name______________________________ Bridge No.________

Section______________________________ Prefix________

Highway______________________________ County________

Date________________ By____________________

Date XXXX Applied____________________

I. TRAFFIC DATA

A. Average Daily Traffic________________

B. Percent Trucks________________

C. Unusual Loading Conditions During Or Anticipated After Construction________

II. CLIMATIC CONDITIONS

A. Estimated Annual Application Rate Of Deicing Chemicals In Tons/Mile________

B.

	Average Percipitation(in/mo.)	Average Low Temp. (^{o}F)
December		
January		
February		

C. Approximate Number Of Freeze-Thaw Cycles Each Year________________

D. Other Comments Considered Pertinent (i.e, Marine Climate Etc.)

III. [illegible] SURFACING

A. Type (Brand Name And Description)________________

B. Test Results, Either By the Manufacturer Or By The State (Attach Data)

C. Description Of Construction Operations, Including Any Construction Problems Or Special Equipment Encountered (Attach Data)

D. Temperature Restrictions On Applications Of Material________________

E. Weather Log During Construction (Attach Data)

F. Special Or Unusual Treatment At End Dams, Curbs, Cracks, Etc.________________

IV. DYNAMOMETER TEST RESULTS

Bond Tests: Test No.________ Date:___________ Temp. _________
Station_________ Lane________ Location in Lane______________________
Description and Location of Failure _____________
Tress at Failure ______ psi

Cohesion Tests: Source [from bond constructed from or truck sample (identification of area on bridge represented)]
Failed specimen (Test No.) ___________
Date_____________ Temp. _________ Description of Failure_____________
____
Stress at Failure ________ psi

V. WEAR TESTS

Date_________ Location_________________ Profile_________________
Temp. ____________ Rain, Snow, or ice conditions pertaining to period.

VI. Rutting and Shoving: Narrative Report.
Approximate average maximum and minimum temperatures through period.

VII. Permeability: Date_________ Location__________________
OHMS/Sq. Ft.

8678

8

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: E. S. HUNTER, Manager
Technical Services Branch

DATE: October 7, 1977

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Deck surfacing contract
Burnside Bridge

The delay of this project causes considerable trouble for ODOT.

My e.4. report to the governor indicated this would be the first project under the e.4. program in the USA to go to contract. No other state has a project under the transfer program under contract.

I realize the project depends somewhat on the county, but I would appreciate your assistance in expeditiously bringing this project to contract. As indicated in Ed Hardt's letter, someone has to "research the problem at some depth".

ebg

cc: E. L. Hardt

NOTED
E. S. HUNTER

cy Walt Hart
10-11-77

RECEIVED
TECHNICAL SERVICES

OCT 10 '77

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 4, 1977

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project IX-M-9326(2)
Burnside Bridge Section

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attached is a copy of Multnomah County's letter of September 23, 1977, requesting approval of an experimental item with a work plan for the subject project. This letter should have been sent directly to your office. We are forwarding same for your action.

G. L. Green

Attachment

cc:
C. Laux (Proj. Mgt.)

RECEIVED
STATE HWY ENGR
OCT 5 '77
REFER TO
[illegible]
FOR
Info Inves R/D D.R. Sign Act File

cy ~~Hunter~~ Hardt Manning

Cy Brummett
10-5-77

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 29, 1977

FILE:

RECEIVED
TECHNICAL SERVICES
OCT

FROM: EDWARD L. HARDT
Region Engineer

TO: MEMO TO THE FILE

SUBJECT: DECK SURFACING CONTRACT
BURNSIDE BRIDGE

What have you found out about a substitute product or suitability of Rub-R Road?
Ed

NOTED
S. HUNTER

Monday morning, September 26, I received a call from Tom Mossman of Hannan Bros., who was in the process of preparing a bid for the resurfacing of the Burnside Bridge for the bid opening on September 29. His problem was that the only supplier of the Rub-R-Road that he could find, who is Harvey Kyle, Concrete Sealants, Inc., Burnaby, British Columbia, telephone 604 299-4704, was only going to quote his product to one contractor, Hamilton Construction Company. Multnomah County had told Mr. Mossman that as far as they knew, Rub-R-Road was the only acceptable product, which left him then without a supplier and therefore unable to bid the project. I told him I would look into this and let him know what we intended to do about it, if anything.

A telephone call to Ken Wheatley of Multnomah County confirmed that Rub-R-Road was the only product that he knew of that would be acceptable to the County, although he said they were open minded about it.

I next called George Morton of Cascade Construction Company to see what they knew about this problem. George told me his information was the same as what Tom Mossman had told me. He said that normally in a situation like this Cascade receives a quote from a supplier of a specific product and then they in turn offer a quotation to any contractor in the area that wants it. He said that he didn't like the situation relative to Concrete Sealants, Inc., wherein only one contractor was receiving a quotation.

My next move was to attempt to call Mr. Kyle in British Columbia. I called once in late morning and once early afternoon and never did reach him, so I was unable to directly confirm the report about his quotation, or explore the reasons for it.

I called Jim Wilson of the laboratory to see if he had any information on the Rub-R-Road product and its suppliers. He gave me the name of Nick Baker of Ogden, Utah (phone 801 773-4510 Ext. 49). I called this number twice but was never able to reach Mr. Baker. He subsequently returned my call the next day, but I was out of the office and have not spoken to Mr. Baker about the problem.

In the early afternoon I received a call from George Morton, who reported that he had just received a call from a Mr. Bob Saunderson (phone 416 363-1516 of Concrete Sealants, Inc., in Toronto, Canada). George was told that the

NOTED
J. H. VERSTEEG

Toronto branch of Concrete Sealants was prepared to offer the Rub-R-Road product to any contractor, however, there were problems connected with the offer -- Concrete Sealants would not guarantee that their product would meet the 90 PSI bond strength requirement in our specifications, nor would they assure the contractor that the product would adhere to the lift span deck when the span was opened to its full 70 degree lift angle. George said he discussed this with Ken Wheatley, who told him that he should qualify his bid accordingly to the Highway Division.

Mr. Morton, of course, knows that the Highway Division does not accept qualified bids, so at that point his only recourse was to decide that Cascade could not quote the project since they would not be able to guarantee that the product would meet the specifications.

Based on all of this, on Tuesday morning I recommended to Ed Hunter that the project be withdrawn from advertising, which would allow us time to research the problem at some depth and find out whether the product specified is the proper one for the project, and whether the product is available to all bidders. Ed agreed with that and the project is being withdrawn. I had previously talked with Ken Wheatley and Oliver Domreis about postponing the work and since the paving probably wouldn't be done until next spring anyway, they had no objections. I do not intend to do any further research on this problem unless asked to do so. I would suggest that a technical representative from Firestone be contacted about their problem.

ELH/cr
cc E. S. Hunter
R. N. Bothman
Hal Versteeg
Walt Hart
John Jenkins

430

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

September 23, 1977

work plan
is OK
P

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97308

RE: Deck Surfacing - Burnside Bridge, FAU #9326

Dear Mr. Green:

On the above structure, it is proposed to use Firestone Rub-R-Road latex impregnated asphaltic concrete and bonding emulsion.

We request your concurrence in the use of this surfacing material on this project as a Category 2 item, per FHWA Federal Aid Highway Program Manual, Vol. 6, Chapter 4, Section 2, Subsection 4. The proposed work plan is enclosed.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

KENNETH H. WHEATLEY
Bridge Engineer

KHW:im
Encl.

cc: Walter Hart, Bridge Section, OSHD
D. Willhite, OSHD Liaison Officer
Multnomah County Div. of Oper. & Mtce.

SEP 2[illegible] 1977

BURNSIDE BRIDGE - FAU #9326 - DECK SURFACING

Experimental Feature - Firestone RUB-R-ROAD Asphaltic Concrete

WORK PLAN

Purpose: To determine the costs, effectiveness and serviceability of latex impregnated asphaltic concrete - applied as a one-course wearing surface over reinforced concrete bridge deck.

Scope: The following properties are to be evaluated:

1. Bond strength of the latex modified bond coat.
2. Cohesive strength of the concrete.
3. Wear resistance
4. Resistance to shoving and rutting, under a traffic load of approx. 9,000 A.D.T. per lane.
5. Permeability.

Inspections: The bond and cohesion tests will be made before acceptance and before a final report three (3) years later.

Bench marks will be established at points in uphill acceleration, downhill braking and normal cruising lanes. Wear profiles will be made twice annually at beginning and end of tire stud permitted periods. Evidence of rutting or shoving will be noted from visual inspection and will be evident in the profiles.

Resistivity tests will be made annually to determine the value of and changes, if any, in the permeability.

A copy of the inspection forms is attached.

Reports: A report will be submitted upon completion of the project and again after a period of three years with performance results and recommendations.

BRIDGE DECK SURFACING
INSPECTION REPORT

INITIAL

Bridge Name__________ Bridge No.__________

Section__________ Prefix__________

Highway__________ County__________

Date__________ By__________

Date Applied__________

I. TRAFFIC DATA

A. Average Daily Traffic__________

B. Percent Trucks__________

C. Unusual Loading Conditions During Or Anticipated After Construction__________

II. CLIMATIC CONDITIONS

A. Estimated Annual Application Rate Of Deicing Chemicals In Tons/Mile__________

B.

	Average Percipitation(in/mo.)	Average Low Temp. (^{o}F)
December		
January		
February		

C. Approximate Number Of Freeze-Thaw Cycles Each Year__________

D. Other Comments Considered Pertinent (i.e, Marine Climate Etc.)

III. SURFACING

A. Type (Brand Name And Description) Firestone Rub-R Road

B. Test Results, Either By the Manufacturer Or By The State (Attach Data)

C. Description Of Construction Operations, Including Any Construction Problems Or Special Equipment Encountered (Attach Data)

D. Temperature Restrictions On Applications Of Material__________

E. Weather Log During Construction (Attach Data)

F. Special Or Unusual Treatment At End Dams, Curbs, Cracks, Etc.__________

IV. DYNAMOMETER TEST RESULTS

Bond Tests: Test No.________ Date:___________ Temp. _________
Station_________ Lane_______ Location in Lane______________________
Description and Location of Failure _____________
Tress at Failure ______ psi

Cohesion Tests: Source [from bond constructed from or truck sample (identification of area on bridge represented)]
Failed specimen (Test No.) ___________
Date_____________ Temp. _________ Description of Failure_____________
____
Stress at Failure ________ psi

V. WEAR TESTS

Date_________ Location_________________ Profile_________________
Temp. ____________ Rain, Snow, or ice conditions pertaining to period.

VI. Rutting and Shoving: Narrative Report.
Approximate average maximum and minimum temperatures through period.

VII. Permeability: Date_________ Location__________________
OHMS/Sq. Ft.

Portland

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 14, 1977

Mr. Ken Wheatley
Bridge Maintenance Engineer
Multnomah County
2115 S. E. Morrison Street
Portland, OR 97214

Burnside Bridge Deck Surfacing
FAU 9326 (City Street)
Multnomah County
Bridge 511B

As discussed in your telephone conversation with Jack Allaway, we are enclosing a copy of our work plan and inspection report for your use on the subject bridge. Also enclosed is a copy of the latest FHWA publication on projects with experimental features.

The work plan can be revised for your rubberized asphalt concrete surfacing requirements.

The work plan and inspection report must be received by the FHWA before the contract is awarded.

We hope this material will be of help to you in keeping the job on the present bid schedule.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

Enclosures

cc J. H. Versteeg
E. L. Hardt

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
3 Sullivan JWB
Scott
Savage

RECEIVED
SEP 15 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

9-7-77

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-M-9326(2)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71438

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 23 '77
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED 9-7-77

DATE AUTHORIZATION EFFECTIVE 9-7-77

FEDERAL ROUTE NUMBER FAU 9326

STATE ROUTE NUMBER City street

GENERAL LOCATION:
"Burnside Bridge Section"

GENERAL DESCRIPTION OF WORK:
Deck surfacing (Code X446 miles 0.414)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Perm. pavement striping ($500.00)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's Sept. 2, 1977, request and certifying statements are accepted.

PS&E documents for the subject-project have been reviewed and are approved at a total estimated cost of $412,500 federal funds $353,900.

A signed copy of the Title sheet is returned herewith.

DATE 9-7-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

BURNSIDE BRIDGE RESURFACING FAUS #M-9326-(2)

5-27-77

Engineer's Estimate

	Item		Unit Price	Amount
1.	Remove Railing	468 Lin. Ft.	10.00	4680.00
2.	Reconstruct Rail Ends	64 Each	145.00	9280.00
3.	Steel End Dams	5530 Lbs.	3.00	16590.00
4.	Temporary AC Ramps	8 T.	300.00	2400.00
5.	Construct & Install Counterweight Slabs	114 Cu. Yds.	500.00	57000.00
6.	Surface Preparation & Bond Coat	160,000 Sq.Ft.	.08	12800.00
7.	Rubberized Asph. Conc.	1240 T.	125.00	155000.00
8.	Unit Dams	322 Lin. Ft.	120.00	38640.00
9.	Conc. Expansion Dams	1225 Sq. Ft.	12.00	14700.00
10.	Install Compression Seals	855 Lin. Ft.	11.50	9832.00
11.	Poured Seals	50 Lin. Ft.	20.00	1000.00
12.	Traffic Control			10000.00
	Bonding Insurance, etc.			15000.00
			TOTAL:	$ 347,282.00

5-27-77

Rec'd. Plans From City.

May 12, 1977

Multnomah County Board of Commissioners
Courthouse
Portland, OR 97204

Attention: Diane Trudo
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 6063

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of the Burnside (Willamette River) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (Agreement attached)

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

4-11-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9326(2)

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO. 71438

TO:

Mr. H. Scott Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
Swan
FOR
Info | Inves | A/D | A/R

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-14-77

FEDERAL ROUTE NUMBER FAU 9326

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
"Burnside Bridge Section"

GENERAL DESCRIPTION OF WORK:
Approve joint financing and authorize all phases of Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION (FAU $1,287)
(IX $14,213)
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-11-77 letter I approve the use of Interstate Transfer funds effective 3-14-77 in the amount of $14,213 to supplement urban system funds. You are now authorized to proceed with all phases of preliminary engineering including utility preparatory work.

DATE 4-11-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970—428-787

PROVAL AND/OR AUTHORIZATION

4-11-77

PROJECT NO. IX-9326(2) & IX-9723(1)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71438 & 71437

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
Swan
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

DATE PS & E APPROVED	**DATE AUTHORIZATION EFFECTIVE** 3-1-77	**FEDERAL ROUTE NUMBER** FAU 9326 & 9723 **STATE ROUTE NUMBER** City streets

GENERAL LOCATION:

"S.E. Duke - SE. Clatsop St." and "Burnside Bridge Sect"

GENERAL DESCRIPTION OF WORK:

Withdrawal of authorization.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

PR 1240 with authorization date of 3-1-77 written 3-21-77 for use of Interstate Transfer Funds and withdrawal of Urban System funds is hereby withdrawn.

DATE 4-11-77	**SIGNATURE OF APPROVING OFFICIAL**	**TITLE** For Division Administrator

RM PR-1240
EV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

3-21-77

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-9326(2) & IX-9723(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71438 - 71437

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
1 State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 3-1-77

FEDERAL ROUTE NUMBER: FAU 9326 & 9723

STATE ROUTE NUMBER: City streets

GENERAL LOCATION:

"S.E. Duke St.-S.E. Clatsop St." and "Burnside Bridge Sect."

GENERAL DESCRIPTION OF WORK:

Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Program change.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-11-77 and 3-18-77 letters, I approve the program change withdrawing Urban System Funding for the subject projects and approving Interstate Transfer funds (advice NC 3-6-10) for funding.

DATE: 3-21-77

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner for

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form E-39 (Rev. 9-71)

E4
FAUS

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Burnside Bridge resurfacing

Highway Burnside Bridge

County Multnomah

Date March 8, 1977

Authorization No. 1

Survey Prefix 326-1911 (Assigned by Salem office)

Description of termini, route, length, etc.: East End of Bridge to West end of bridge (2,185 Lin. ft.)

Purpose of survey: Multnomah County will perform the location and design. OSHD will perform final design, monitor project development, and award contract.

M-9326(2)
3/1/77

		Estimate of c
Field Survey	(901)	5,000
Citizen Participation	(902)	
City or County	(903)	10,000
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $17,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

D. A. Willhite, Project Coordin. ~~Field Engineer~~

Recommended for Approval:

OFFICE ENGINEERING SECTION
P. E. APPR. ~~Regional Engineer~~ 3-1-77
FED. AID FAUS STATE

SP*23604-734

HAL - FRED

Recommended for Approval:

Frank E. Pepin
Location Engineer

Approved:

Deputy ~~Assistant~~ State Highway Engineer

3-1-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9326(2)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71438

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-1-77

FEDERAL ROUTE NUMBER FAU 9326

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"Burnside Bridge Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $18,100 - FF $15,500
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-1-77 letter, I concur that this project is a non major action as set forth in FHPM 7-7-2, par. 10e and you are authorized to proceed with the work as shown above.

Also, as requested, the above authorization is made with the understanding that the eligibility date of 3-1-77 has been established for use of Interstate substitution funds when they become available.

DATE 3-1-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner for

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

February 11, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Multnomah County

Attached is project data for the following projects:

Item No.	Project No.	Section
71437	IX-9723(1)	SE Duke St.-SE Clatsop St.
71438	IX-9326(2)	Burnside Bridge

We request your approval and authorization to proceed with the expenditure of "Interstate Substitutions General Funded" funds retroactive to the effective authorization date established for Project No's. M-9723(1) and M-9326(2). Approval of this action will involve an estimated total cost and federal funds on each project as follows:

Project No.	Total Est. Cost	Federal Funds
IX-9723(1)	$460,010	$394,680
IX-9326(2)	$350,100	$300,300

This request is based on the previously forwarded CRAG Resolutions BD 761104 and BD 761202, dated November 4, 1976 and December 2, 1976 respectively and Governor Straub's letter dated December 21, 1976 to Mr. William T. Coleman, Jr., Secretary of the Department of Transportation.

JLG:ljt
Attachments

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AI**
DATE SUBMITTED TO W.O.	February 2, 1977	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St., Burnside Br. (Portland) 21 65	**ADT**	PRESENT 34,000 (66)	FUTURE 34,000 (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE & Br Deck Reconstruction 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Mu
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. U FEDERA 93

ESTIMATED PROJE

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUN
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**			0.41	18,100	15,500
5					**ROW**					
5					**CONST** (CODE) X446		"Burnside Br. Sec."	0.41	332,000	284,800

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.41	350,100	300,300
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

1977

FEDERAL-AID PROGRAM DATA

65	**ADT**	PRESENT 34,000	FUTURE 34,000 (66) (70)	YEAR 97 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 694 (4) (8)	ITEM NO. 71438 (14) (18)

					PROJECT NUMBER			I. Projects Only	
PY AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	ENERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) IX- 14 23	NUMBER 9326 7	SEQ. NO. (2) 13	POST MI. (24) (26)	DESIG. 27

d	COUNTY NAME Multnomah	CODE 051 (14) (16)	PROGRAM STAGE ☐ 1 OR ☐ 2
	ROUTE NO. U	FEDERAL-AID 9326 (32)	STATE City St. (36) (37)
		U.S. ---- (41)	

	ESTIMATED PROJECT COST BY PHASES				
MILES (54) (56)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (75)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
0.41	18,100	15,500	1,300	1,300 (Co.)	Utility adj. & prep. work as required.
0.41	332,000	284,800	23,600	23,600 (Co.)	ROW-60' min.; Access Control-full; Parking Restrictions-complete.
0.41	350,100	300,300	24,900	24,900 (Co.)	
	(16) (23)	(24) (33)	REMARKS		

-over-

BURNSIDE BRIDGE SECTION

PROJECT NO. IX-9326(1)

Existing Facility: Burnside (Willamette Riv.) Br.; Bascule main span; L. 2185'; HC 70' (6 traffic lanes)

Adjacent Facilities: 86' city street.

Project Data: The proposed work is as follows:

(1) Preliminary engineering all phases including preliminary engineering by utility forces.

(2) Reconstruct and seal all roadway expansion joints. Prepare and clean deck surface and apply bond coat and special paving material. Add reinforced concrete to counterweights as required. Adjust utilities as required. Incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements:

(1) State Clearinghouse---Exempt from A-95 review under working agreement.

(2) District 2 Clearinghouse---A-95 review satisfied through inclusion of project in CRAG TIP FY 77 annual element.

FHPM 7-7-5 Re

(1) Pub

(2) Lo

Control of Ut
authority to
project. A S
paragraph 6d

NOTE: This

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in CRAG TIP FY 77

FHPM 7-7-5 Requirements:

(1) Public Hearings---None required under Oregon Action Plan.

(2) Location/Design---Not a factor in the development of this project.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30.4-1.

NOTE: This project is in Congressional District No. 1 & 3.

This is a substitute project utilizing transfer funds from Mt. Hood Freeway (I-80N) withdrawal under 23 U.S.C. 103(e)(4).

FORM 81-734-3030

CCA 19-1
Burnside

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
February 9, 1977
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

TO: L. W. Rulien
Program Management Engineer

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Statewide Assessment
Burnside Bridge Resurfacing
and Joints
City of Portland
Multnomah County

NOTED
E. S. HUNTER

The subject project has been assessed for its potential impact on the quality of the human environment.

The proposal consists of: (1) reconstructing and sealing of all roadway expansion joints; (2) removing unused rail tracks from the west leaf and asphaltic concrete pavement from center lanes; (3) applying bond coat and paving approximately one and one-half inch thick; and (4) adding reinforced concrete to counter weight to maintain balance.

It is anticipated that the bridge would be closed to water and highway traffic for one or possibly two weekends. During weekday construction, however, at least four of the six lanes would always remain open to traffic use. Adequate public notice would be issued prior to traffic closures and restrictions.

It has been determined that no new right-of-way would be required, and that this project is of a type for which the Statewide Assessment for Safety Projects is applicable. The Statewide Assessment classified this project as Non-Major.

GAP:GR:ss

cc: E. S. Hunter
R. N. Bothman
Craig Markham

RECEIVED
STATE HWY ENGR
FEB 10 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE: February 4, 1977

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

2-5-77
1 H

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the February 15 meeting will be two requests from Multnomah County for Urban System projects.

One request is for reconditioning and resurfacing approximately 158,000 square feet of the Burnside Bridge at a cost of $350,000.

The other request is for a $460,000 project to widen and improve a 1.0-mile segment of S.E. 72nd Avenue.

It is proposed that funding of these two projects will be accomplished by transferring approximately $696,000 of Interstate transfer funds, withdrawn from the Mt. Hood Freeway, to the Urban System. Multnomah County will provide all the match funds for these projects, in the amount of $113,400. The Governor and CRAG have approved the use of Interstate transfer funds for these projects.

I recommend approval of these projects and request authority to sign the project agreements for and on your behalf.

bc R. A. Burco)
C. W. Head)
F. B. Klaboe)
E. S. Hunter)
R. L. Schroeder)
R. N. Bothman)
W. J. Hart)
L. W. Rulien)
L. E. George)
V. E. Skoog)
D. N. Harwell)
George Bell)

This replaces letter of January 21 with revised attachments. Please destroy your previous copy.

SUMMARY

PROPOSED URBAN SYSTEM PROJECTS

Jurisdiction	Section	Total Cost	Federal Funds	County's Share
Multnomah Co.	Burnside Bridge, FAU 9326	$350,000	$301,000	$ 49,000
Multnomah Co.	S. E. Duke St.-S. E. Clatsop St. S. E. 72nd Avenue	460,000	395,600	64,400
	TOTAL	$810,000	$696,600	$113,400

77-a
~~1/14/77~~
2/4/77

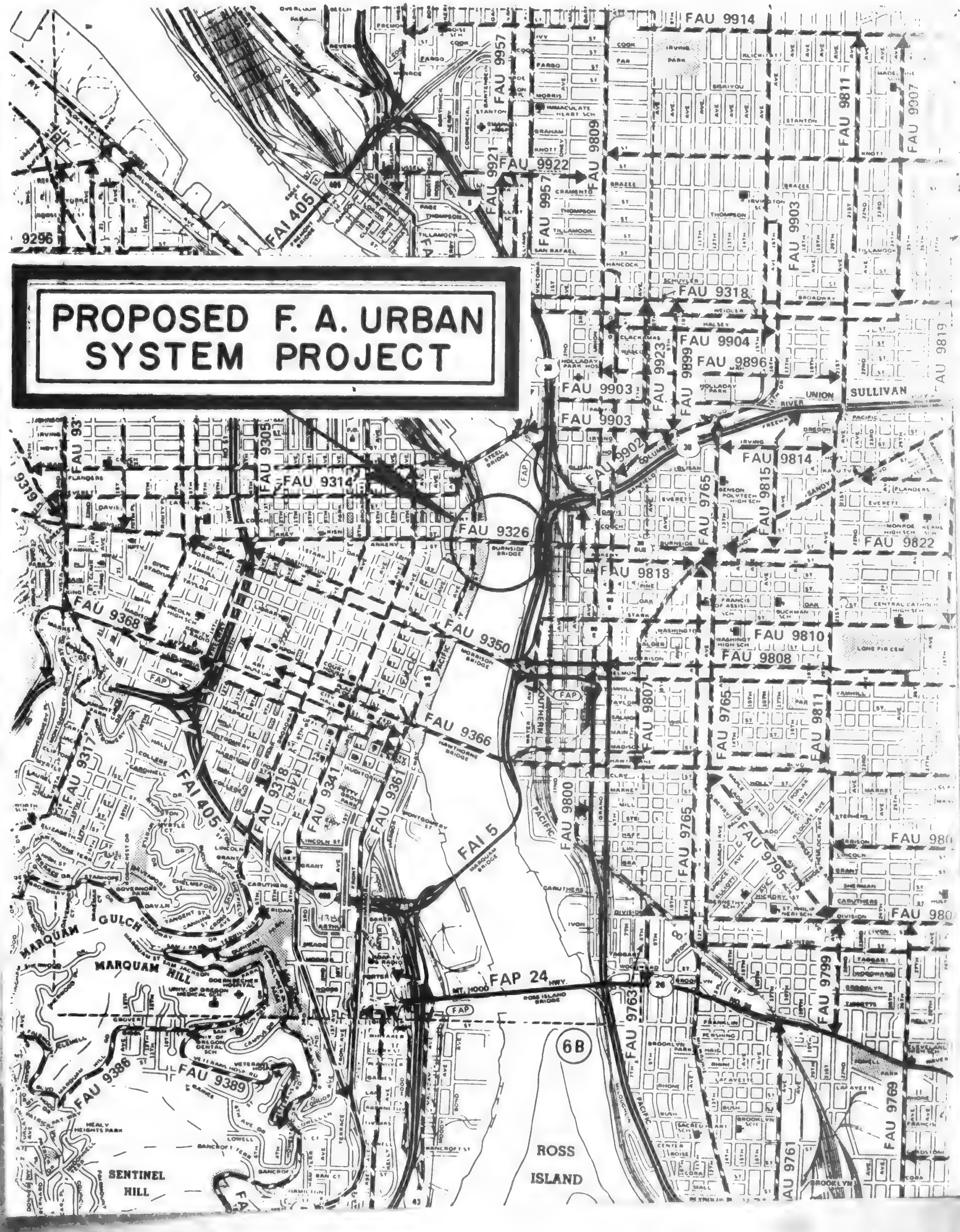
MULTNOMAH COUNTY
Proposed Urban System Project

Burnside Bridge, FAU 9326
Surfacing
$350,000

This project consists of cleaning expansion joints and applying special paving materials to approximately 158,000 square feet of the Burnside Bridge.

Multnomah County will perform the bulk of the preliminary and construction engineering.

It is proposed that Interstate Transfer funds from the former Mt. Hood Freeway will be transferred to the Urban System for this project.



PROPOSED F. A. URBAN SYSTEM PROJECT

PRO 6-2

February 1, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Multnomah County

We are submitting project data for the following projects:

Item No.	Project No.	Section
71437	M-9723(1)	S.E. Duke St.-S.E. Clatsop St.
71438	M-9326(2)	Burnside Bridge

These projects have been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that each project falls in the classification of a nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(2) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval. The estimated total cost and federal funds to be obligated on each project is as follows:

Project No.	Total Cost	Federal Funds
M-9723(1)	$28,010	$24,030
M-9326(2)	$18,100	$15,500

(3) Concurrence that Interstate Transfer Funds (which we intend to utilize, when available, on these projects) are eligible for obligation retroactive to the effective authorization date established for these projects.

JLG:re

Attachments

cc: R. H. Bothman (Metro)

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-A**
DATE SUBMITTED TO W. O.	February 2, 1977	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St., Burnside Br. (Portland) 21 65	**ADT**	PRESENT 34,000	FUTURE 34,000 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE & Br Deck Reconstruction 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL (74)

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Mu	
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. U	FEDERA 93

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJE TOTAL ESTIMATED COST	 FEDERAL FUN
1	(14-15)	(16	41	42	45 46	53		(54) (58)	(59) (66)	(67)
5					**PE**			0.41	18,100	15,500
5					**ROW**					
5					**CONST** (CODE) X446		"Burnside Br. Sec."	0.41	332,000	284,800

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.41	350,100 (16) (23)	300,300 (24)
1	14	PROGRAM APPROVAL DATES				

FEDERAL-AID PROGRAM DATA

1977

ADT	PRESENT 34,000	FUTURE 34,000	YEAR 97	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W36	ITEM NO. 71488

I. Projects Only

Y AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 9326	SEQ. NO. (2)	POST MI.	DESIG.

COUNTY NAME Multnomah CODE 051

ROUTE NO. U FEDERAL-AID 9326 STATE City St. U.S. ----

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
0.41	18,100	15,500	1,300	1,300 (Co.)	Utility adj. & prep. work as required.
0.41	332,000	284,800	23,600	23,600 (Co.)	ROW-60' min.; Access Control-full; Parking Restrictions-complete.
0.41	350,100	300,300	24,900	24,900 (Co.)	

REMARKS

-over-

BURNSIDE BRIDGE SECTION

PROJECT NO. M-9326(1)

Existing Facility: Burnside (Willamette Riv.) Br.; Bascule main span; L. 2185'; HC 70' (6 traffic lanes)

Adjacent Facilities: 86' city street.

Project Data: The proposed work is as follows:

(1) Preliminary engineering all phases including preliminary engineering by utility forces.

(2) Reconstruct and seal all roadway expansion joints. Prepare and clean deck surface and apply bond coat and special paving material. Add reinforced concrete to counterweights as required. Adjust utilities as required. Incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements:

(1) State Clearinghouse---Exempt from A-95 review under working agreement.

(2) District 2 Clearinghouse---A-95 review satisfied through inclusion of project in CRAG TIP FY 77 annual element.

FHPM 7-7-5 Requireme

(1) Public He

(2) Location/

Control of Utilities
authority to contro
project. A State-Co
paragraph 6d(1) of P

NOTE: This project

Bascule main span;
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ents, Historical and

as set forth in

eview under working

atisfied through in-
ect in CRAG TIP FY 77

FHPM 7-7-5 Requirements:

(1) Public Hearings---None required under Oregon Action Plan.

(2) Location/Design---Not a factor in the development of this project.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30.4-1.

NOTE: This project is in Congressional District No. 1 & 3.

FEDERAL AID PROJECT REQUEST

Date Jan. 25, 1977

Applicant Agency Multnomah County

Request for: Off-System_____, FAS-C_____, FAUS X Project

Federal Aid Route No. 9326 Route Name Burnside Bridge

Project Name Burnside Bridge Resurfacing and Joints

Project Length 2185 feet Project Location (Attach sketch map)

Project Description Reconstruct & seal all roadway expansion joints & other openings in the bridge deck. Prepare, clean surface; apply bond coat; pave approx. 158,000 sq.ft. with special paving material to average thickness of approx. 1-1/4 inches. Remove rails from west leaf of drawspan & existing asph. concr. pavement from center lanes. The added weight of pavement on drawspan requires constr. & attachment of reinf. conc. slabs to base of counterweight.

Average Daily Traffic 34,000 Design Speed SIGNED 35MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 68 feet Travel Lanes 6 Shoulders 0

Medians_____ Parking_____

Sidewalks 7.5 ft. narrowing to 4 ft. at signs & gates

Remarks_____

2. Desired Roadway Cross Section: (Attach sketch)

Width (NO CHANGE) Travel Lanes_____ Shoulders_____

Medians_____ Parking_____

Curbed_____ Length Curb Radii_____

Sidewalk/Bikeway_____

Remarks NO CHANGE. Project is a resurfacing of the bridge deck.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 110 Minimum 110 Maximum 110

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes_____ No X

3. Will additional right-of-way be needed? Yes_____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes_____ No_____

Remarks Resurfacing of existing bridge deck. No additional right of way will be needed.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Drawbridge signals

2. **Proposed Signalization:**

Location None in this project

Type

Phases

Type of Suspension

Interconnected

Remarks NO NEW SIGNALIZATION REQUIRED.

3. **Permanent Signing:**

Include in project or by applicant? None required

4. **Permanent Striping:**

Include in project or by applicant? By others

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Standard Highway luminaires at proper spacing.

2. **Proposed Illumination:**

Location No change in existing lighting.

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Burnside Street crossing of the Willamette River

Type Double leaf bascule

Approach Roadway Width Shoulder Width

Length 850 ft. Width 90 feet wide

To remain in place? yes

2. **Proposed Structure:**

Location No change in existing bridge structure

Approximate Size: Length Width

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? No

Remarks THERE WILL BE NO NEW CONSTRUCTION. RESURFACING OF EXISTING BRIDGE ONLY.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X (East approach) No

Name of Railroad

Existing Crossing Protection Separated crossing

2. Will existing railroad crossing be altered? No conflict with railroad.

Remarks The bridge crosses existing tracks. There will be no change or interference with these tracks.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Dept. of Environmental Services Office
2. Environmental " " " Office
3. Public Hearing " " " Office

Remarks No citizen contacts anticipated.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State Consultant

2. Project construction engineering to be performed by:

Applicant X State__________ Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No X

If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 0.00
Right-of-way costs (if participating)	0.00
Traffic control	0.00
Illumination	0.00
Structures	0.00
Railroad	0.00
Other Bridge joints and surfacing	332,000.00
Preliminary engineering	18,000.00
PROJECT TOTAL	$ 350,000.00

Remarks The rails to be removed are abandoned light rail tracks that do not connect to any facilities at either end of the bridge.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

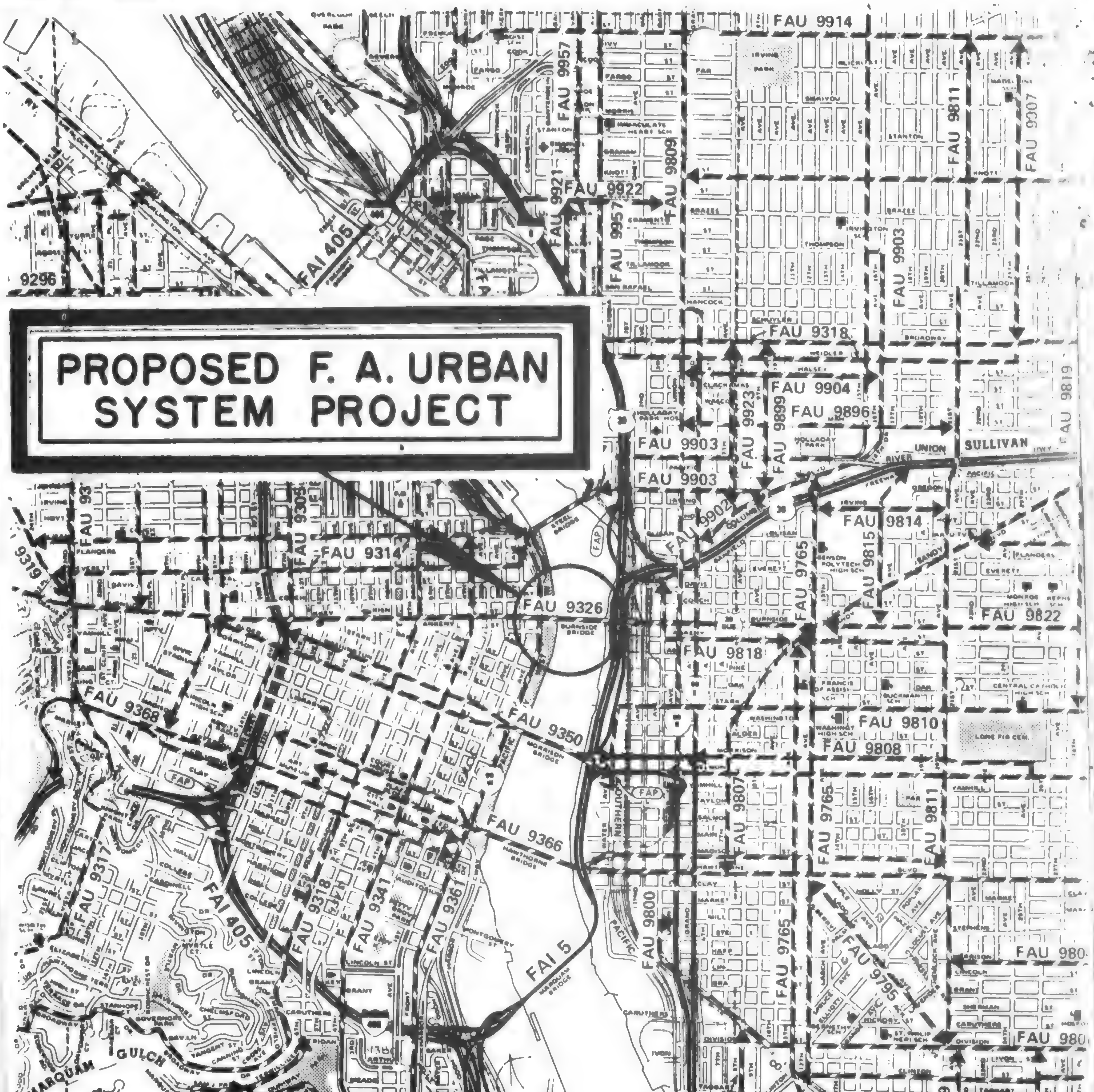
CITY OF __________ and/or MULTNOMAH COUNTY

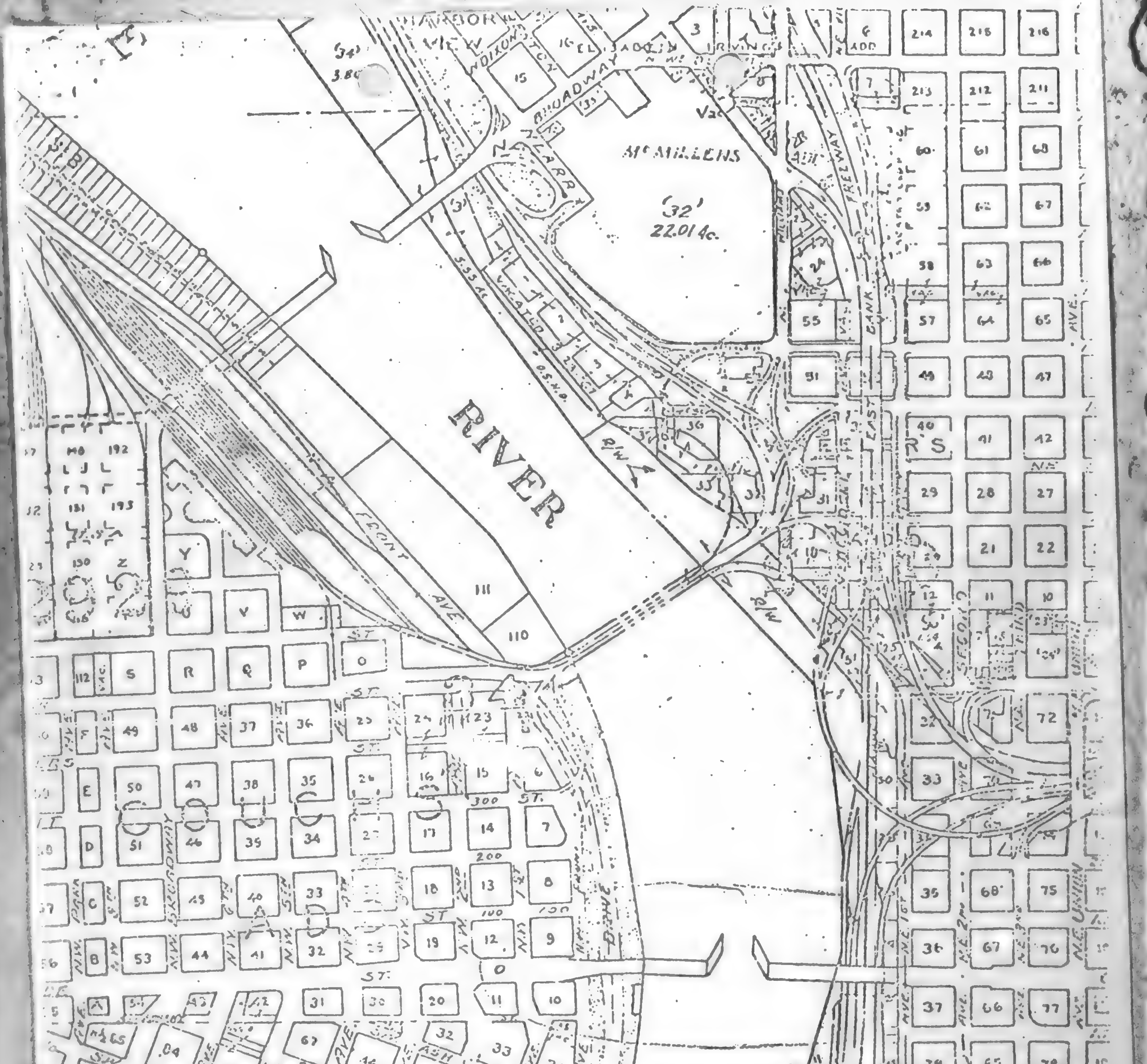
By__________ By Ray L Bennett for

County Engineer

By__________ By OLIVER J. DOMREIS

By__________


PROPOSED F. A. URBAN
SYSTEM PROJECT
FAU 9914
FAU 9957
FAU 9921
FAU 9922
FAU 9809
FAI 405
9296
FAU 9811
FAU 9307
FAU 9903
FAU 9318
FAU 9904
FAU 9896
FAU 9923
FAU 9899
FAU 9819
UNION
SULLIVAN
FAU 9902
FAU 9814
FAU 9815
FAU 9765
FAU 9314
FAU 9305
FAU 9326
FAU 9822
FAU 9818
FAU 9810
FAU 9808
FAU 9368
FAU 9350
FAU 9807
FAU 9366
FAU 9317
FAU 9341
FAU 9361
FAI 5
FAU 9800
FAU 9795
MARQUAM GULCH
MARQUAM HILL
FAP 24
FAP
6B
FAU 9763
FAU 9799
FAU 9769
FAU 9761
FAU 9386
FAU 9389
ROSS ISLAND
SENTINEL HILL
HEALY HEIGHTS PARK
BURNSIDE BRIDGE
STEEL BRIDGE
MORRISON BRIDGE
HAWTHORNE BRIDGE
MARQUAM BRIDGE
ROSS ISLAND BRIDGE
BROOKLYN
LONE FIR CEM.



Vicinity Map Burnside Bridge

DATE: January 21, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal-Aid Urban System Project Requests

On the Consent Calendar for the February 15 meeting will be two requests from Multnomah County for Urban System projects.

One request is for reconditioning and resurfacing approximately 158,000 square feet of the Burnside Bridge at a cost of $350,000.

The other request is for a $460,000 project to widen and improve a 1.0-mile segment of S.E. 72nd Avenue.

It is proposed that funding of these two projects will be accomplished by transferring approximately $696,600 of Interstate Transfer funds, withdrawn from the Mt. Hood Freeway, to the Urban System. The State will provide approximately $56,700 in match funds and Multnomah County will provide a like amount. The Governor and CRAG have approved the use of Interstate Transfer funds for these projects.

I recommend approval of these projects and request authority to sign the project agreements for and on your behalf.

GEZ:sch ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
W. J. Hart
L. W. Rulien
L. E. George
V. E. Skoog
D. N. Harwell
George Bell

STATE OF OREGON
1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

December 21, 1976

Honorable William T. Coleman, Jr.
Secretary of Transportation
Nassif Building
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Coleman:

I request your approval to use Interstate Transfer funds for three highway projects on the Federal Aid Urban and Primary Systems in Portland. This use is covered under the provisions of Section 103(e)(4) of Title 23, United States Code, as amended by the 1976 Federal Aid Highway Act. Funds for these substitute projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System, approved by the Federal Highway Administration and Urban Mass Transportation Administration May 3, 1976.

The Columbia Region Association of Governments has approved these three projects. The purpose of the projects is to complete the preliminary engineering necessary to develop a high priority regional highway facility and construction of two high priority highway-related projects, identified and in conformance with the region's Interim Transportation Plan.

The proposed projects will benefit the residents of the urbanized area from which the former Mt. Hood Freeway was withdrawn and are being developed in full accord with the region's continuing, cooperative, comprehensive transportation planning process. The projects are included in the regional Transportation Improvement Program.

I concur that these three projects represent regional priorities and I request the approval of their funding to be matched as follows:

	Federal Funds	Local Funds
Powell Blvd. Preliminary Engineering	$218,790	$36,210
Burnside Bridge Construction	300,300	49,700
S.E. 72nd Ave. Construction	394,680	65,320

Honorable William T. Coleman, Jr.
December 21, 1976
Page 2

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration's Division office to obligate these funds.

Sincerely,

Governor

cc: Larry Rice, Executive Director
Columbia Region Assn. of Governments

Robert A. Burco, Director
Oregon Department of Transportation

bc: F.B. Klaboe
H.S. Coulter
Robert Bothman
[illegible].W. Rulien/CRAG material

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

December 20, 1976

The Honorable Robert W. Straub
Governor of Oregon
207 State Capitol
Salem, OR 97310

Dear Governor Straub:

The Columbia Region Assocation of Governments (CRAG) has requested that I forward their attached letter to you along with a proposed letter to U.S. Secretary of Transportation William Coleman. Both concern the use of Interstate Transfer funds made available by the withdrawal of the Mt. Hood Freeway.

I recommend your concurrence in CRAG's resolution and their suggestion that this Department process the request for use of Interstate Transfer funds. I am prepared to forward the necessary documents through the Oregon Division office of the Federal Highway Administration as soon as you send the letter to Secretary Coleman.

Sincerely,

Robert A. Burco
Director of Transportation

cc: CRAG

Enclosure

bc: F. B. Klaboe
H. S. Coulter
Robert Bothman
L. W. Rulien

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
DEC 21 '76
REFER TO
FOR
Info | Inves | R/D | L/R | Sign | Act | File

DES:ljt

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S. W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS
CLACKAMAS COUNTY
- Barlow
- Canby
- Estacada
- Gladstone
- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

MULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
- Banks
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

ASSOCIATE MEMBERS
CLARK COUNTY
- Vancouver
- Camas

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

December 8, 1976

The Honorable Robert Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Straub:

The Columbia Region Association of Governments (CRAG) has approved the attached resolutions authorizing preliminary engineering funds for Powell Blvd and construction monies for the Burnside Bridge and Southeast 72nd Avenue projects.

Procedures governing the approval of Interstate Transfer projects have been accomplished as follows:

> The CRAG Board of Directors through BD 761104, established these projects as priority projects and allocated monies for their implementation pending concurrence by the Governor;
>
> Revised the adopted Transportation Improvement Program and annual element as required and found the projects to be in full conformance with adopted plans, policies and the planning process;
>
> Approved preliminary engineering in the amount of $204,000 for Powell Blvd and affirmed the use of State Bond monies for match;
>
> Approved $395,600 for the 72nd Avenue project and $301,000 for the Burnside Bridge project in 103(e)4 monies; and
>
> Authorized the Director to forward the necessary documents to the Governor for his consideration and submission to USDOT.

I am forwarding to you this data and request your concurrence. Approval of these projects will allow progress to be made on Powell Blvd towards construction and will result in implementation of the Burnside Bridge and the 72nd Avenue projects. The Board further recommends your submission of these applications to the Secretary of Transportation be made through ODOT and the Oregon Division of FHWA for programming.

Sincerely yours,

Larry Rice

Larry Rice
Executive Director

LR:hi

cc: Mr. Robert Burco

att: resolutions - BD 761104
BD 761201
BD 761202
Project data

CRAG RESOLUTION

BD 761201 (Revises BD 761104 & BD 750906R)

FOR THE PURPOSE OF APPROVING AND OF FORWARDING TO THE GOVERNOR FOR SUBMISSION TO USDOT, THE POWELL BOULEVARD PROJECT.

WHEREAS, the USDOT approved withdrawal from the Interstate Highway System, the former Mt. Hood Freeway, on May 3, 1976; and

WHEREAS, the Governor has requested that CRAG prioritize and program substitute projects; and

WHEREAS, the City of Portland and Multnomah County have requested initiation of the Powell Boulevard project, and

WHEREAS, ODOT is developing a proposed Powell Boulevard project, a project description and budget estimate attached hereto as Exhibit A; and

WHEREAS, the Powell Boulevard project is divided into two sections with preliminary engineering on the first section from the east end of the Ross Island Bridge to 52nd Avenue nearly completed using state bond funds; and

WHEREAS, the purpose of this project is to complete preliminary engineering on the first section, and to perform preliminary engineering on the second section from 50th Avenue to I-205 to develop a highway improvement project in conformance with the region's Interim Transportation Plan, and to benefit the residents of the urbanized area from which the former Mt. Hood Freeway was withdrawn; and

WHEREAS, the CRAG Transportation Technical Advisory Committee and its Interstate Transfer Subcommittee and staff have found the project in accord with the CRAG Criteria and Priorities for funding with Interstate Transfer funds and recommended Board approval of the project; now therefore be it

RESOLVED, the Board of Directors hereby amends the adopted Transportation Improvement Program by including the preliminary engineering for the Powell Boulevard project in the FY 1977 annual element, and be it further

RESOLVED, the Board of Directors hereby finds the proposed project in accord with the region's continuing, cooperative, comprehensive transportation planning process; and be it further

RESOLVED, the Board of Directors hereby revised BD 761104 adopted on November 4, 1976, by approving Preliminary Engineering in the amount of $204,000 Federal monies out of the $11,008,000 reserved for the Powell Boulevard project leaving a balance of $10,804,000 to accomplish the project; and be it further

RESOLVED, the Board of Directors hereby revises BD 750906R reducing State Bond monies allocated to Powell Boulevard from $2,985,000 to $2,934,000 or $51,000 which will be used as match for the above project, and be it further

RESOLVED, that the Board of Directors directs its Executive Director to forward the project application to the Governor for his submission to USDOT.

ADOPTED by the Board of Directors this 2nd day of December, 1976.

By Larry Rice
Larry Rice, Executive Director

EXHIBIT "A" TO BD 761201

The Powell Boulevard project consists of two sections: (1) Ross Island Bridge to 52nd Avenue, and (2) 50th Avenue to I-205.

State Bond money has been used to fund preliminary engineering on the first section. The remaining engineering on the first section and all the engineering on the second section will be funded with Mt. Hood Freeway transfer funds.

The estimated FY 1977 funding required for this project is $60,000 to complete the first section, and $195,000 for the second section, for a project cost of $255,000; $204,000 Federal and $51,000 match. About $133,000 has been expended for the first section to date under State Bond Funds.

Specifically, the funds for preliminary engineering are for the following:

	Section 1	Section 2
Field Engineering Complete field surveys. In depth design efforts to support the DEIS and FEIS. Support hearing activities. Support TAC. Coordinate effort of project. Supervise project activities.	$16,000	$90,000
Citizen Participation Support CAC activities. Hold local meetings. Provide news media contact and information program; maintain public awareness. Publish "Powell Boulevard News".	$ 4,000	$15,000
Final Design and Construction Plans Complete design and plans for both sections	$19,000	$20,000
Preliminary Design Support hearing, etc., with exhibit materials. Advise and assist in design.	$ 1,000	$ 1,000
Right-of-Way Right-of-way description	$ 3,000	$ 3,000
Soil Geological exploration		$ 2,000
Traffic Analyze traffic data and assist in presentations.		$ 2,000
Liaison (R/W) Citizen contact	$ 3,000	$ 5,000
Utility Coordinate design with public utilities having facilities within the project on both sections.	$ 1,000	$ 1,000

	Section 1	Section 2
Photogrammetry Provide all photography for mapping, recon, etc.		$ 3,000
Location Studies Hydrology studies.		$ 1,000
Specifications Prepare specifications for both sections.	$ 2,000	$ 2,000
Planning Modeling to test alternatives.		$10,000
Environmental Section Research development, edit, evaluate, finalize, publish, and distribute DEIS and FEIS. Support hearing. Air/noise studies.	$ 9,000	$38,000
Hearing Prepare, conduct, and summarize hearing.	$ 2,000	$ 2,000
Subtotals	$60,000	$195,000

Federal	$204,000
Local Match	51,000
TOTAL PROJECT COST	$255,000

CRAG RESOLUTION

BD 761202

FOR THE PURPOSE OF APPROVING AND OF FORWARDING TO THE GOVERNOR FOR SUBMISSION TO USDOT, THE BURNSIDE BRIDGE AND SOUTHEAST 72ND AVENUE PROJECTS.

WHEREAS, the USDOT approved withdrawal from the Interstate Highway System, the former Mt. Hood Freeway, on May 3, 1976; and

WHEREAS, the Governor has requested that CRAG prioritize and program substitute projects; and

WHEREAS, Multnomah County has identified projects for the Burnside Bridge and Southeast 72nd Avenue which are in conformance with the region's Interim Transportation Plan, and which benefit the residents of the urbanized area from which the former Mt. Hood Freeway was withdrawn; and

WHEREAS, the purpose of the Burnside Bridge project is to resurface the bridge deck and reconstruct and seal all roadway expansion joints; and

WHEREAS, the purpose of the Southeast 72nd Avenue project is to reconstruct this street between Southeast Duke Street and Southeast Clatsop Street to 44 foot width with curbs and sidewalks; and

WHEREAS, Federal Aid Urban System Project requests have been prepared to initiate these projects, and submitted to CRAG; and

WHEREAS, the CRAG Transportation Technical Advisory Committee, its Interstate Transfer Subcommittee and staff have found the project in accord with the CRAG Criteria and Priorities for funding with Interstate Transfer Funds and recommended Board approval of the projects; now therefore be it

RESOLVED, the Board of Directors hereby amends the FY 1977 annual element of the Transportation Improvement Program to include the Burnside Bridge and 72nd Avenue projects; and be it further

RESOLVED, the Board of Directors hereby finds the proposed projects in accord with the region's continuing, cooperative, comprehensive transportation planning process; and be it further

RESOLVED, the Board of Directors hereby implements BD 761104 by approving the expenditure of $301,000 in federal 103(e)4 monies set aside for the Burnside Bridge Resurfacing project and $395,600 in federal 103(e)4 monies set aside for the S. E. 72nd Reconstruction project; and be it further

RESOLVED, the Board of Director hereby directs its committees and staff, pending successful completion of the transfer of the 103(e)4 funds above to add a total of $696,600 to existing Federal Aid Urban System monies available for reprogramming; and be it further

RESOLVED, the Board of Directors directs its Executive Director to forward the project applications to the Governor for his submission to USDOT.

ADOPTED By the Board of Directors this 2nd day of December, 1976.

By Larry Rice
Larry Rice, Executive Director

CRAG RESOLUTION

BD 761104

FOR THE PURPOSE OF SETTING ASIDE A SUM OF TRANSFER MONEY FOR FUTURE TRANSFER TO CONSTRUCT TRANSIT CORRIDOR PROJECTS AND PROJECTS IDENTIFIED AS SOUTHEAST PORTLAND.

WHEREAS, the USDOT approved withdrawal from the Interstate Highway System, the former Mt. Hood Freeway, on May 3, 1976, and

WHEREAS, the Governor has stipulated the priority of the Transit Corridor projects and Southeast projects, and

WHEREAS, the Interstate Transfer Committee submitted for consideration at the September 30 Board meeting a recommendation, which in part, requested adoption of the following at the November 4 Board of Directors meeting, now therefore be it

RESOLVED, the Board of Directors of CRAG hereby reserves to selected corridor projects a total amount of $152,750,000 estimated to include $26,875,000 for the Sunset Corridor Transitway, $69,875,000 for the Banfield Transitway and $56,000,000 for the Oregon City Transitway; and be it further

RESOLVED, the Board of Directors of CRAG hereby reserves or pledges to implementation a total amount of $16,004,600 in federal funds for Southeast Portland projects. Said amount includes:

Burnside Bridge Resurfacing and Joints. Reconstruct and seal expansion joints and opening. Pave to 1¼".	301,000
S.E. Portland, & E. Mult. Co. TSM projects and roadway related projects to improve efficiency consisting of signing, signalization and stripping, street reconstruction and repair.	4,300,000
S.E. 72nd - From SE Duke to SE Clackamas, reconstruct	395,600
Powell Blvd. - Ross Island Bridge over river to I-205 turnouts, signalization, PE, land acquisition.	11,008,000

AND BE IT FURTHER

RESOLVED, the Board directs its Committees and staff to take all steps necessary to ensure the purposes of this resolution are carried out.

ADOPTED By the Board of Directors this 4 day of November, 1976.

By Larry Rice

Larry Rice, Executive Director

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 25, 1976

Unit (if appl)

Section

City

County Multnomah

State Hwy. No.

Highway Burnside Bridge

Termini: M.P.(if appl)

Length 2185 ft.

Region

Construction Estimate 350,000
Program Amount

B. Purpose of Project: To reconstruct roadway expansion, joints and to provide a new wearing surface on the driving lanes of the Burnside Bridge.

C. Origin & History of Project:

D. General Description of Project: Reconstruct and seal all roadway expansion joints. Prepare and clean roadway surface. Remove rails from west leaf of drawspan and asphaltic concrete pavement from center lanes. Apply bond coat and pave approximately 1¼ in. thick with special paving material; add reinforced concrete to counterweights to maintain balance.

Alignment: New ; Existing X ; Combined

Typical Section: Existing: No. Lanes 6 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 6 ; Med. No ; Shldrs. No ; Parking No

Traffic: Existing Facility: Existing ADT 34,000 ; Projected ADT 33,000 ; Yr. 1990

Existing Level of Service

Proposed Facility: Projected ADT ; Yr.

Projected Level of Service

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req._______________; No._______

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

Brief Description of River or Stream and Type of Involvement, if any:
Bridge is constructed over Willamette River.

Local City, County or COG priorities of project: This project is on the 1977-81 Transportation Improvement Program for funding in 1977-78. The TIP was adopted by the CRAG Board after four public hearings in Multnomah, Clackamas, Washington and Clark counties.

FHWA and/or OSHD approvals given, if any: None

Location or Design Alternatives (identify and describe): None

Other Descriptive Information or Comments: The needed resurfacing of this bridge with Mt. Hood Transfer Funds will maximize County local match dollars available for other needed SE Portland and East Multnomah County projects.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The Burnside Bridge crosses the Willamette River connecting to East Burnside Street on the east end and West Burnside Street on the west end. This bridge connects downtown Portland with that part of the city east of the Willamette River.

2. Cultural: The development on both ends of the bridge is business and commercial.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: No R/W required.

2. Estimated Impact on Traffic Patterns: No change.

Consequences--Air Quality, Noise, Safety, etc.: None.

3. Estimated Impact on Land Use: None.

Consequences:

4. Expected Impact on Natural Ecological Resources: None.

Consequences:

5. Expected Impact on Cultural and Scenic Resources: None.

Consequences:

6. Preliminary Identification of Areas of Critical Concern: None.

7. Potential for Controversial Issues: None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans Consistent - no change in traffic patterns as a result of this project.

b. Noise Standards Consistent - no change in traffic patterns as a result of this project.

c. Water Quality Standards Consistent - no change in water quality due to this project.

d. Area Land Use and Transportation Plans, and Zoning Bridge is within urban designated area on proposed County and CRAG land use plans and is part of the CRAG Interim Transportation Plan. Project is consistent with zoning.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

1978 Brownell Ditch-Hermiston 8679
Ditch Sec. of FAS B571. (Grading,
paving and structure)

C&A 5910 — 10-20-76
5909 —

AD 377 Construction CC 1825 $11,300 oo

8679

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-4-80	CC-2058		530-1049-297

BILL TO: Code:

Umatilla County Board of Commissioners
Courthouse
Pendleton, Oregon 97801
Attn: Mr. Carlos VanElsberg, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Brownell Ditch and Hermiston Ditch Section FAS-B571 Project No. RS-B571(1)			
County Advance Deposit			$11,300.00
County Share of Project Costs			10,547.81
REFUND DUE COUNTY			$ 752.19
(Please send copy of itemized statement with billing).			

Advance Deposit Amount	$ 11,300.00
Advance Deposit Previously Transferred to Highway Fund	$ 8,300.00
Balance	$ 3,000.00
Transfer to Highway Fund	$ 2,247.81
Refund Due	$ 752.19

Amount Due . . . . . $

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1825

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D. E. Swan

SP*35736 7

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-4-80

COUNTY Umatilla **Contract No.** 8679 **Date Completed** 7-31-78

PROJECT # RS-B571 **Section** Brownell Ditch and Hermiston Ditch Sections

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$125,016.88
Liquidated damages		- 1,300.00
Engineering		20,052.53
		$143,769.41
Interest Paid to Contractor	(Non Participation)	$ 25.47
Engineering		3,539.81
		$ 3,565.28
Federal Funds Collected		$126,264.54

County Share of Costs
1/2 ($143,769.41 - $126,264.54 + $3,539.81) + $25.47 = $ 10,547.81

County's Advance Deposit	$11,300.00
	10,547.81
REFUND DUE COUNTY	$ 752.19

Reference: Billing Form CC 2058

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Brownell and Hermiston Ditch Section **Umatilla County**					
	Preliminary Engineering					
	Type Code P.E.	All Required				
	State				$ 18,217.33	State [illegible]
	Construction					
	Type Code 6201 Contract #8679					
	Roadway (Sta. 8+50 To Sta. 12+00)(Sta. 105+00 To Sta. 110+34)					
	(-Sta. 110+66 To Sta. 120+00)	LUmp Sum				
	Final Contract Payment Summary				125,016.88	
	Construction Engineering	All Required				
	State	Lump Sum			$ 20,052.53	
	Liquidated Damages				(1,300.00)	
	Total Participating Construction				$ 18,752.53	
	Total Participating Costs				$161,986.74	
	Nonparticipating Items	All Required				
	Preliminary Engineering-State	All Required			45.74	
	Interest Paid to Contractor	All Required			25.47	
	Construction Engineering-State				3,528.33	
	Total Nonparticipating Costs				$ 3,599.54	
	Total Project Costs				$165,586.28	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/17/80.					
	Used JCS for Billing					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-8571(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 9-30-76 To: 3-28-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$165,586.28	$161,986.74	85.80%	$138,984.62	$138,984.62	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		7-15-80
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

TOTAL TO DATE JOB COST SUMMARY JULY 1980

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE
	[illegible]	[illegible] 00	N 1		
	[illegible]	205 00	N 9		
	[illegible]	207 00	N 9		
	[illegible]	[illegible] 00	N 9		
	[illegible]	[illegible] 00	P 1		
	530 1048	[illegible] 00	N 1		
		TOT	P1		
		TOT	N1		
		** JOB TOTALS **		**	**
BROWNELL-HERMISTON DITCH	CONT NO 8579 & FA PROJ NOS RS 571001 100				
	530 1049	201 00	P 1		
	530 1049	203 00	P 1		
	530 1049	205 00	N 1		
	530 1049	[illegible] 00	N 9		
	530 1049	207 00	N 9		
	530 1049	[illegible] 00	N 9		
	530 1049	[illegible] 00	P 1	3,392.05CR	3,392.05CR
	530 1049	[illegible] 00	N 1	3,403.54	3,403.54
	530 1049	550 00	P 1		
		TOT	P1	3,392.05CR	3,392.05CR
		TOT	N1	3,403.54	3,403.54
		** JOB TOTALS **		11.48 **	11.48 **
ECHO-RIETH SECT	CONT NO 8749 = FA PROJ NOS ROS 00S014 100 ROS000S014				
	[illegible]	201 00	P 1		
	[illegible]	201 00	P 2		
	[illegible]	203 00	P 1		
	[illegible]	[illegible] 00	N 1		
	530 1035	210 02	P 1		
	530 1035	270 01	N 1		
	[illegible]	[illegible] 00	N 9	2.99	2.99
	[illegible]	207 00	N 9		
	[illegible]	[illegible] 00	N 9	2.99CR	2.99CR
	[illegible]	[illegible] 00	P 1		
	[illegible]	[illegible] 00	P 2		
	[illegible]	[illegible] 00	N 1		
	[illegible]	[illegible]	P 1		
	530 1035	[illegible]	P 1		
		TOT	P1		
		TOT	P2		
		TOT	N1		
		** JOB TOTALS **		**	**
N MAIN ST-OR/WASH HWY	CONT NO 8793 & FA PROJ NOS RS 588001 100				
	530 1058	201 00	P 1		

```
                                                               JULY 1980        PAGE  229
MARY
                                                                  FISCAL           GRAND TOTAL      ACTIVE YRS
RTMENT      PREFIX        FUNCTION   GR  CURRENT MONTH        YEAR TO DATE          TO DATE         BEG    END
                                                                                     2.72            [illegible] [illegible]
        530    1048        [illegible]   00 N 1                                      54,[illegible]CR  77   [illegible]
        530    1048        [illegible]   00 N 9                                      7,[illegible]     77   [illegible]
        530    1048        207           00 N 9                                      65,[illegible]    [illegible] [illegible]
        530    1048        [illegible]   00 N 9                                      13,[illegible]    77   79
        530    1048        [illegible]   00 P 1                                      1,[illegible].95  77   79
        530    1048        [illegible]   00 N 1                                      100,[illegible]
                           TOT           P1                                          1,[illegible]1.77
                           TOT           N1                                          101,920.58  **
                      ** JOB TOTALS **                  **                  **

                                                                                                   STATE
CH     CONT NO 6579 * FA PROJ NOS RS  571001 100                                     125,[illegible]   [illegible] 79
        530    1049        201           00 P 1                                      1,3[illegible]1.[illegible]CR  78  78
        530    1049        203           00 P 1                                      23.47             79   79
        530    1049        [illegible]   00 N 1                                      131,[illegible]CR 78   [illegible]
        530    1049        [illegible]   00 N 9                                      8,[illegible]     78   78
        530    1049        207           00 N 9                                      125,[illegible]   78   79
        530    1049        [illegible]   00 N 9                                      [illegible]       [illegible] [illegible]
        530    1049        [illegible]   00 P 1      1,392.06CR          1,392.06CR  3,539.01          78   [illegible]
        530    1049        920           00 N 1      3,403.54            3,403.54    293.43            78   78
        530    1049        920           00 P 1                                      143,769.01
                           TOT           P1          1,392.06CR          1,392.06CR  1,[illegible].23
                           TOT           N1          3,403.54            3,403.54    147,334.69  **
                      ** JOB TOTALS **                  11.48  **            11.48  **

                                                                                                   STATE
       CONT NO 8749 * FA PROJ NOS ROS 00S014 100 ROS000S014                          97,[illegible].85 [illegible] 79
        530    1055        201           00 P 1                                      118,215.65        79   79
        530    1055        201           00 P 2                                      3,1[illegible]CR  79   79
        530    1055        203           00 P 1                                      1[illegible].5[illegible]  79  [illegible]
        530    1055        [illegible]   00 N 1                                      2,[illegible].[illegible]  79  [illegible]
        530    1055        210           02 P 1                                      771.60            79   79
        530    1055        270           01 N 1                                      181,[illegible].97CR  [illegible] [illegible]
        530    1055        [illegible]   00 N 9      2.59                2.59        16,[illegible].00 79   [illegible]
        530    1055        207           00 N 9      2.59CR              2.59CR      104,7[illegible].97  78  [illegible]
        530    1055        [illegible]   00 N 9                                      12,[illegible]    [illegible] [illegible]
        530    1055        [illegible]   00 P 1                                      6,[illegible]     79   79
        530    1055        [illegible]   00 P 2                                      [illegible]       78   79
        530    1055        [illegible]   00 N 1                                      12.[illegible]    79   79
        530    1055        [illegible]   00 P 1                                      [illegible].13    78   78
        530    1055        [illegible]   00 P 1                                      53,595.47
                           TOT           P1                                          125,1[illegible].23
                           TOT           P2                                          [illegible].54
                           TOT           N1                                          184,666.29  **
                      ** JOB TOTALS **                  **                  **

                                                                                                   STATE
Y      CONT NO 8793 * FA PROJ NOS RS  588001 100                                     225,609.53        78   79
        530    1058        201           00 P 1
```

8679

2.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 3-25-8

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-B571(1)	Umatilla	Oregon 8679

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental work, involved (1) construction of roadbed subgrade, aggregate base and asphalt concrete pavement (2) widening of bridge No. 348A over Hermiston Ditch. The bridge is 33 feet long and has a roadway width of 20 feet. All work completed on July 31, 1978, was performed on the Brownell Ditch-Hermiston Ditch Section of FAS Route B571 near Hermiston and Umatilla.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Douglas S. Coats Construction	$ 117,626.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
APR 2 '80
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

4/2 cy

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width Varies feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.344	Varies	X080	0.006

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. CArter, Area Engineer	August 29, 1979

12. IN COMPANY WITH

M. Ferguson, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B. Carter D. B. Carter		16. SIGNATURE G.K. Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 3-28-80	17. TITLE Field Operations Engineer	18. DATE 3-28-80

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8679

8

January 25, 1979

American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Gentlemen:

On January 24 we wrote to you concerning release of final payment on Contract No. 8679 awarded to Douglas S. Coats Construction for work on the Brownell Ditch-Hermiston Ditch Section of FAS B371 in Umatilla County.

Final payment on this contract is $7,640.70 and the total contract amount is $123,716.88 including $1,077.53 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc C. T. Keasey
Walt Hart
Wendell Schwartz

Form 81-734-1384 (9-77)

8679-

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐

Final ☒

8-1678

Project Name Brownell Ditch - Hermiston Ditch				Contract No. 8679
Highway FAS B571			County Umatilla	Prefix No. 530-1049
Contract Time Elapsed 109 %	Contract Work Completed 100 %	Contract Work Quality Satisfactory	Contract Work Progress Slow	F.A. Project No. RS B-571(1)
Inspection date August 16, 1978		By Robert Hector		
In company with W. C. Ferguson, Resident Engineer				

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This project included the widening of one structure and the replacement of a box culvert with a culvert.

The project has been completed to a manner acceptable to the County.

Recommend acceptance.

H

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

July 26, 1978 Date opened to traffic or in operation
July 31, 1978 Date of Second Notification
N/A Date Contractor's notice for semi-final inspection received
July 31, 1978 Date Contractor removed equipment, plant, etc.
Sept. 29, 1978 Estimated submittal date of semi-final estimate
Aug. 16, 1978 Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed

Title Region Construction Engineer

MN H Bo

8679 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Brownell & Hermiston Ditches

WEEK ENDING: Aug. 5, 1978

SECTION PREFIX: 530-1049

HIGHWAY: FAS B571

COUNTY: Umatilla

NAME OF JOB: Brownell Ditch-Hermiston Ditch

KIND OF WORK: Grade, Pave, Structure

CONTRACTOR: Douglas S. Coats, Construction

CONTRACT NUMBER: 8679

FEDERAL AID PROJECT NUMBER: RS-B571(1)

DATE OF CONTRACT: Feb. 8, 1978

DATE WORK STARTED: March 21, 1978

ESTIMATED COMPLETION DATE:

SPECIFIED WORK DAYS: 140 CWD

WORK DAYS USED: 153 CWD

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 109

PROJECT AUTHORIZATION: $ 161,880.51

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 149,044.17

ENGINEERING AUTHORIZATION: $ 12,836.34

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 142,626.00

ENGINEERING COST TO DATE: $ 16,546.00

DATE PROJECT WAS COMPLETED: July 31, 1978

ESTIMATED PERCENT: OVERRUN / UNDERRUN: Under 5 %

PERCENT OF AUTHORIZATION: 128 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.35	0.35			0.35
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.35	0.35			0.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,960 CY	950 CY			1,510 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,865	1240			1,550
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,865	1240			1,550
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 Over	0 Over			0 Over
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	348 A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair-Hot	1		
MONDAY	Fair-Hot	1		
TUESDAY	Fair-Hot	0		
WEDNESDAY	Fair-Hot	0		
THURSDAY	Fair-Hot	0		
FRIDAY	Pt. fair-Hot	0		
SATURDAY	Forecast-Hot	0		BEN GIFFORD

K
RECEIVED
AUG 7 1978
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Installation of 'bump rail' on structure was completed today. This work completes the contract work on project.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED W C Ferguson LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP-F216

8679

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Umatilla County
Bd. of Comm.
Courthouse

Pendleton, OR 97801

Attention of
Mr. Carlos Van Elsberg
Dir. of Pub. Wks.

Request No. (assigned by staff engineer or head of section) CC1825

Date May 31, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit Construction $11,300.00

Quantity	Unit	Description	Unit Price	Amount
		To be Retained	$3,000.00	
		To be transferred to State Hwy. funds for the Brownell Ditch-Hermiston Ditch Section. FAS B571 (AD 377)		$8,300.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 11,300.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
530-1049-297

Submitted by:
Harold Reynoldson

Approved:
Regional Engineer

Approved:
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8679

STATE COP

8

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	3-123
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-23-78

rm Approved; O M B No. 04-R2089

State	Oregon
County	Umatilla
Project Number	RS-B571(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 16, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 16,900	$ 180,983
Federal funds	$ 14,500	$ 155,281
Other revisions		

This modification is made for the following reasons:
To add the contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of March, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Gen file

Oregon State Highway Division
Salem, Oregon, March 15, 1978

Federal Aid Project
No. RS-B571(1)

Brownell and Hermiston Ditch Section
County Road in Umatilla County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 18,250.00

Type Code 6201
Roadway (Sta. 8+50 to Sta. 12+00)(Sta. 105+00 to Sta. 110+34) (Sta. 110+66 to Sta. 120+00)

Mobilization	All Required (64%)		$ 6,400.00
Temporary Protection and Direction of Traffic	All Required (64%)		960.00
Temporary Signs	140 Sq.Ft.	10.00	1,400.00
Temporary Barricades	4 Each	10.00	40.00
Temporary Continous Rail Traffic Barriers, Reflectorized	50 Lin.Ft.	5.00	250.00
Temporary Plastic Safety Markers	30 Each	70.00	2,100.00
Flagmen	200 Hour	1.00	200.00
Removal of Structures and Obstructions	All Required		1,000.00
Embankment in Place	1,960 Cu.Yd.	2.50	4,900.00
1"-0 Aggregate Base	950 Cu.Yd.	5.10	4,845.00
Class "B" or Class "C" Asphalt Concrete	1,510 Ton	20.00	30,200.00
36-inch Arch Type Pipe	98 Lin.Ft.	40.00	3,920.00
Guard Rail, Type 2A	288 Lin.Ft.	12.00	3,456.00
Guard Rail, Type 3	100 Lin.Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	4 Each	350.00	1,400.00
Rail End Pieces, Type B	1 Each	75.00	75.00
Rail End Pieces, Type C	3 Each	150.00	450.00
			$ 64,096.00

Anticipated Items

Railroad Protective Cost	All Required		$ 24,000.00
Temporary Erosion Control	All Required		500.00
			$ 24,500.00
	Subtotal		$ 88,596.00
	Engineering		12,846.00
	Total		$101,442.00

Type Code X080
Structure, Bridge #348A (Sta. 110+34 to Sta. 110+66)

Mobilization	All Required (36%)		$ 3,600.00
Temporary Protection and Direction of Traffic	All Required (36%)		540.00
Bridge Removal Work	All Required		16,000.00
Structure Excavation	35 Cu.Yd.	20.00	700.00
Structural Concrete, Class 3300	12 Cu.Yd.	150.00	1,800.00
Structural Concrete, Class 4500	102 Cu.Yd.	170.00	17,340.00
Reinforcement	28,500 Lb.	0.30	8,550.00
Metal Rail with Channel	125 Lin.Ft.	40.00	5,000.00
	Subtotal		$ 53,530.00
	Engineering		7,761.00
	Total		$ 61,291.00

Length of Roadway - - - - - - - - - - - - 0.344 mi.
Length of Structure - - - - - - - - - - - 0.006 mi.

Total 0.350 mi.

Cost of Roadway Per Mile - - - - - - - - $294,889.53

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 18,250	$ 15,658	$ 2,592	$ - -
Roadway	101,442	87,036	7,203	7,203
Structure	61,291	52,587	4,352	4,352
Total	$180,983	$155,281	$14,147	$11,555

Group 1 100%

Contract No. 8679

Prefix 530-1049

Prefix 530-1929

BROWNELL AND HERMISTON DITCH SECTION
(Nonparticipating - State Work)

State Responsibility for Damages	All Required	$ 500.00

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-101	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-16-76	State Oregon County Umatilla Project No. RS-B571(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 1.3 & 4.75 mi. N. of Hermiston

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-30-76	0.011
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 85.80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 16,900	$ 14,500

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for: G. L. Green *(Division Administrator)*

Date executed by Division Administrator DEC 16 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

[illegible]

Oregon State Highway Division
Salem, Oregon December 9, 1976

Federal Aid Project
No. RS-B571(1)

Brownell and Hermiston Ditch Bridges

County Road in Umatilla County

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required	$16,900.00
	TOTAL	$16,900.00

Length of Project ---------------------- $0.011 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 16,900.00	$ 14,500.00	$ 2,400.00	$ -
Retain in PS&E				
Contract Work	112,000.00	96,096.00	7,952.00	7,952.00
TOTAL	$128,900.00	$110,596.00	$10,352.00	$ 7,952.00

Group 1 - 100%
Prefix - 530-1929

8679

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 21, 1978

Douglas S. Coate Construction
P. O. Box 311
Bend, OR   97701

[redacted]

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8679 for work on the Brownell Ditch-Hermiston Ditch Section of FAS B571 in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kbg

Enclosure

cc: American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR   97005

bc: C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
John R. Hagedorn

8679

8

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
John R. Hagedorn
SAIF
Fran

February 8, 1978

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on January 30, 1978, accepted your proposal for work on the Brownell Ditch-Hermiston Ditch Section of FAS S571 in Umatilla County for the sum of $117,626 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Umatilla County and when the sum of $11,300 is deposited by the County.

These conditions were fulfilled, and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8679.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8679

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

February 3, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Hermiston Ditch Bridge
Brownell Ditch-Hermiston
Ditch Section

Your letter of January 20, 1978 stated the rail for the above structure is unacceptable. The enclosed five copies of Drawing B-764 show our revised rail detail. Also enclosed are our calculations for the rail.

The height of the lower rail has been raised and the rail member changed to a stronger tube element.

We request your approval of the revised rail detail.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Structural Design Engineer

Enclosure

cc: E. S. Hunter

GHB:dls

RECEIVED
TECHNICAL SERVICES
FEB 3 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

8679

January 31, 1978

Umatilla County Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention Mr. Carlos Van Elsberg
Director of Public Works

Gentlemen:

On January 26, 1978 a satisfactory bid was received from Douglas S. Coats Construction, P. O. Box 311, Bend, OR 97701 for the Brownell Ditch-Hermiston Ditch Section, FAS B571.

The anticipated construction cost based on their bid is as follows:

Bid Items	$117,626.00
Railroad Protection Costs	24,000.00
Temporary Erosion Control	500.00
State Responsibility for Damages	500.00
4-1/2% Contingencies	6,418.17
9% Engineering	12,836.34
ESTIMATED TOTAL COST	$161,880.51

County's Advance Deposit:

139,217

7% of $161,880.51 = $11,331.64, or say $11,300.00

Please make your check in the amount of $11,300.00 payable to the Oregon State Highway Division and send it to Mr. Roger Lang, Region 5 Federal Aid Engineer, 211 Adams Avenue, P. O. Box 850, La Grande, OR 97850, prior to February 17, 1978.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

HR:ljt

bc w/att: Roger Lang, Region 5: Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-377 and submit to Finance Branch.

Form FHWA 121 (Rev. 5-73)

8679

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTM OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem Or 97301

DATE: January 20, 1978

SUBJECT: Bridge Railing - Hermiston Ditch Bridge
Brownell Ditch - Hermiston Ditch Section

In reply refer to: HBR-OR

FROM : G. L.Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

We have reviewed Mr. Hart's letter of January 12, 1978. This letter objected to the wood guardrail block outs suggested on above structure because of the use of a rub rail. On further review we find the rail is substandard from the AASHTO requirements, and recommend that you bring this installation up to these standards.

This roadway has a 1976 ADT of 3000 vehicles and we feel this is not the location to reduce the standard. We are not aware of any state that is reducing bridges rail standards with this ADT.

The rail shown on drawing 33083 is not acceptable on Federal-aid projects.

We have confirmed this comment with our Washington office.

Please give us your plans and computations for any new bridge rail element you propose.

G. L. Green

cc:
W. J. Hart, Struc Design Engr

RECEIVED
TECHNICAL SERVICES

JAN 24 '78

REFER TO
Hart

FOR

Info	Inves	R/D	O/R	Sign	Act	File
			X			

8679

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Hermiston Ditch Bridge
Brownell Ditch-Hermiston Ditch Section

Mr. Schell's letter of January 9, 1978 objected to the railings used on the Hermiston Ditch structure. The specific objection is to the elimination of the wood guard rail blocks across the structure. The purpose of the wood blocks is to prevent pocketing of an impacting vehicle.

We feel that the present detail with the steel channel rub rail serves the same purpose without requiring additional width of structure or encroachment on the shoulder area.

Currently the AASHTO Bridge Committee is reviewing the design criteria for bridge railing. The object is to arrive at a realistic, practical rail for bridges on low volume roads. The double element flex beam rail without block-outs has been used for some time on structures on low volume roads in this state. There have been no reported instances to indicate that the current detail does not reflect safe design and operating practice.

ORIGINAL SIGNE
WALTER J. HART

Walter J. Hart
Structural Design Engineer

WJH:dh

cc E. S. Hunter

RECEIVED
TECHNICAL SERVICES
JAN 13 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

8679

9

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

DATE: January 9, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project RS B-571(1)
Brownell Ditch-Hermiston Ditch Sec.
Hermiston Ditch Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

RECEIVED
TECHNICAL SERVICES

JAN 10'78

REFER TO
West

FOR

Info	Invest	R/C	D/R	Sign	Act	File
			✓			

We were in the process of a cursory review of the Hermiston Ditch Bridge and noticed that the guardrail sections on either side of the bridge are blocked but those within the bridge section are not. The recent "Handbook of Highway Safety Design and Operating Practices" indicates that guardrails should be blocked out. We recommend that the guardrail be blocked out and if the shoulder width is a problem it might be possible to move the guardrail in an appropriate amount on the shoulder of the roadway.

Installation of a rub rail on the bridge section is a desirable strengthening feature. However, the two rail elements for the flex beam section is a barely acceptable section and minor added cost to block this flex beam out would appear justifiable. It is a standard detail; we recommend that you change this section to the blocked out flex beam double faced rail element in this standard.

Please review this item and reconsider the design in light of normal highway safety design and operating practices.

For G. L. Green

Note: Handbook revised edition 1973, U.S. Dept. of Transportation
Federal Highway Administration
Reference pages 16, Box Rail Element, 35, Normal Blocked Out "W" Beam Section, 43, Median Blocked Out "W" Beam with Rub Rail

cc:
W. Hart

8679

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 9, 1978

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 26, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 26, 1978 on the following projects:

1. Sandy WCL-Alder Creek
   Mt. Hood Highway
   Clackamas County

   Paving

   A Class III bikeway will be incorporated in this project.

2. Lewis & Clark River Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Youngs Bay Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Same as No. 2.

4. Coos River Highway Junction
   Oregon Coast Highway
   Coos County

   Traffic signals

   Same as No. 2.

5. Oregon Coast Highway at Cemetery Road (Millington)
   Oregon Coast Highway
   Coos County

   Grading and paving

   Five-foot sidewalks will be constructed throughout the project.

6. Oregon Coast Highway at 11th Street (Bandon)
   Oregon Coast Highway
   Coos County

   Traffic signals

   Same as No. 2.

7. Chetco Avenue at Center Street (Brookings)
   Oregon Coast Highway
   Curry County

   Traffic signals

   Same as No. 2.

8. Elbow Lake-Gardiner
   Oregon Coast Highway
   Douglas County

   Paving

   Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

9. Lincoln County Line-Heceta Head
   Oregon Coast Highway
   Lincoln and Lane Counties

   Paving

   Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

10. 9th Street-3rd Street (Nyssa)
    Commercial Street
    Malheur County

    Paving - 8-foot shoulder, parking provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

11. Pudding River Bridge
Nusom Road
Marion County

Grading, paving and structure. Grading and paving incidental to structure. 32-foot roadway provided.

Same as No. 10.

12. Burnside Bridge
City Street
Multnomah County

Deck surfacing

Same as No. 2.

13. Brownell Ditch-Hermiston Ditch
River Road
Umatilla County

Grading, paving and structure. Grading and paving incidental to structure. 40-foot roadway provided on structure.

Same as No. 10.

14. Elm Avenue- E Highland Avenue (Hermiston)
Umatilla-Stanfield Highway
Umatilla County

Traffic signals

Same as No. 2.

15. Warm Springs Jct-Willow Creek
Warm Springs Highway
Wasco County

Paving (overlay)

Same as No. 2.

16. Beaverton-Tigard Highway at Greenburg Road
Beaverton-Tigard Highway
Washington County

Traffic signals

Same as No. 2.

17. Bellvue-McMinnville
Salmon River Highway
Yamhill County

Grading, paving, structure and signing

Five-foot shoulders will be striped and signed as narrow, Class III bikeway.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8

8679 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S-B-571(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Umatilla

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
RS-118

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 9-30-76	DATE AUTHORIZATION EFFECTIVE 1-4-78	FEDERAL ROUTE NUMBER Secondary B571 STATE ROUTE NUMBER County Road

GENERAL LOCATION:

"Brownell and Hermiston Ditch Bridges"

GENERAL DESCRIPTION OF WORK:

Advertize for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

XX CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 12-22-77 that provisions of FHPM 7-5-1 have been complied with, and you are authorized to advertise for bids.

DATE 1-4-78	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8679

FAS 30-137

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR/2/27/77
Donald L

1-26-78 Bid Letting ______ All Clear Deadline

SECTION BROWNELL DITCH & HERMISTON DITCH
Highway FAS B571 (Old River Road)
County Umatilla Region 5
Type of Work G, P, Strs (2) Funds FAS-C 8/77
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	No identified problems.
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	Irrigation Ditch
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☐	☒	☐	☐	☒	General Permit
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

8679

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

12-20-77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-B571( )
Project Name Hermiston Ditch (old River Road) Bridge
FAS B571 530

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

B ☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Pendleton, Oregon, this 20 day of December 1977

County of Umatilla

T. K. Stewart
County Judge/Chairman

Commissioner

Barbara Lynch
Commissioner

cc D.E. Swan
C.J. Keesey
Jim Chidsey

Certified By:

Vern A. Allen
Regional Right-of-Way Supervisor
Date 12/21/77

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

N

NOTED
J. C. LOWE

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

12-20-77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-B571( )
Project Name Brownell Ditch (Old River Road) Bridge
FAS B571 530

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

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C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Pendleton, Oregon, this 20 day of December, 1977

cc. DE Swan
CT Kressy
Jim Chidsey

County of Umatilla

County Judge/Chairman

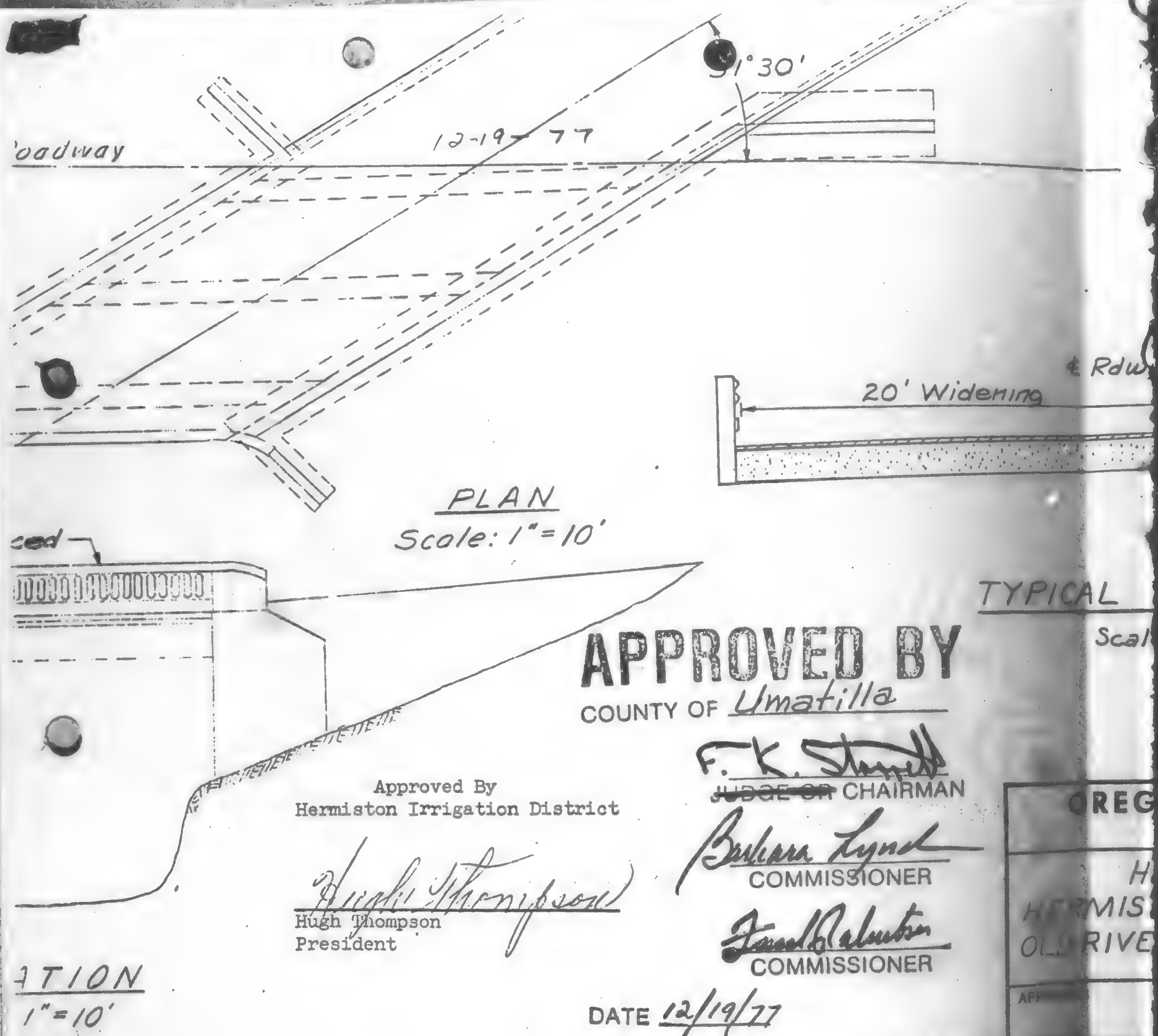
Commissioner

Barbara Lynd
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 12/21/77

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76



APPROVED BY

COUNTY OF Umatilla

F. K.

~~JUDGE OR~~ CHAIRMAN

Barbara Lynd

COMMISSIONER

COMMISSIONER

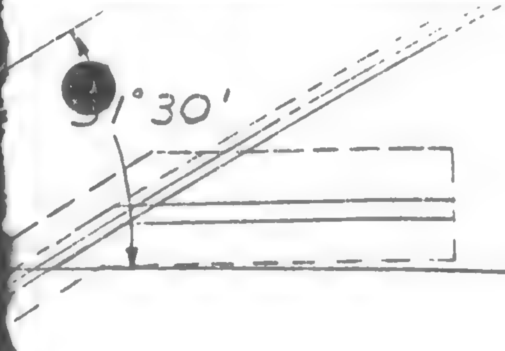
DATE 12/19/77

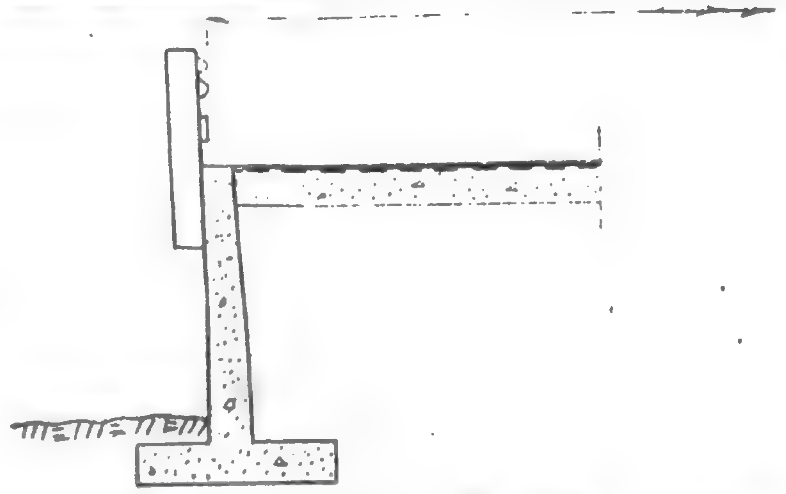
Approved By
Hermiston Irrigation District

Hugh Thompson

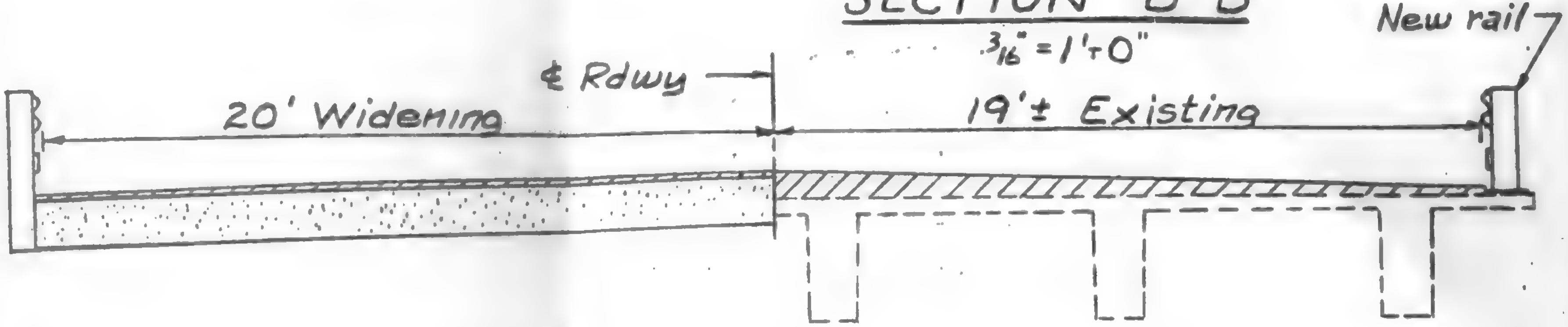
Hugh Thompson
President

Revised 11-23-77





SECTION B-B
3/16" = 1'-0"



TYPICAL SECTION A-A
Scale: 3/16" = 1'-0"

PROVED BY
OF *Umatilla*
F. K.
~~JUDGE OR~~ CHAIRMAN
Barbara Lynd
COMMISSIONER

COMMISSIONER
2/19/77
Revised 11-23-77

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

HERMISTON DITCH BRIDGE
HERMISTON - BROWNELL DITCH SECTION
OLD RIVER ROAD FAS-C B571 UMATILLA COUNTY

APPROVED:
BRIDGE ENGINEER

DATE 5-26-77
BRIDGE NO. 348 A
DESIGNED
DRAWN HOW
DRAWING NO. B-761

8679

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
DEC 1 1977
File: PM FA
TAA ____ LG OP

A

**OREGON STATE
HIGHWAY DIVISION**

Region 5 Office

W. E. Schwartz
Region Engineer

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

November 30, 1977

Mr. Carlos Van Elsberg
Umatilla County Roadmaster
Courthouse
Pendleton, Oregon 97801

Dear Carlos:

RE: Preliminary Plans, Hermiston Bridge, Brownell & Hermiston Ditch Section
FAS B671, Old River Road, Umatilla County

Enclosed are four copies of drawing B-761 and 31839, which are preliminary plan and elevation and vicinity map for the above project.

Please review the plans and if found acceptable, present them to the Board of Commissioners for signature. Also, please present them to the Irrigation District for their signature. After signatures have been obtained, please return two copies to me for further processing.

Also enclosed for your use is copy of the Hydraulic Report and Foundation Recommendation.

As earlier stated, a 36-inch arch pipe will be installed at Brownell Ditch.

Our present schedule is calling for bids on January 26, 1977. Your prompt attention to the enclosed plans will enable us to stay on schedule.

Sincerely,

R C Lang

R. C. Lang
Region 5 Federal Aid Engineer

RCL:sh
Enclosures

cc John M. Tindall
Local Government Section

Form 81-734-3123

8679

STATE OF OREGO

INTEROFF E MEMO

DATE: November 28, 1977

TO: Mr. W. E. Schwartz
Region Engineer Attn. Roger Lang
Regional Federal Aid Engineer

FROM: John M. Tindall
Supervising Structural Design Engineer

SUBJECT: Hermiston Ditch Bridge
Brownell Ditch & Hermiston Ditch Section
FAS B 571, Old River Road
Umatilla County
Bridge 348-A

8' 12' 12' 8'

40' Hermiston Ditch Br.

33082

Enclosed are five prints of drawings B-671 and 31839 which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $36,000.

These are being sent to you to obtain the County and Irrigation District approval. Please return one set to this office with the County Commissioner's and Irrigation District's approval stamped thereon as soon as possible.

Also enclosed are two copies of the Hydraulic Report and Foundation Recommendation. Please forward these to the County.

A 36-inch arch type pipe will be used at Brownell Ditch.

It is planned to call for bids on this section on January 26, 1976

8

JMT:dh

cc H. A. Schell /w/ prints
Road Design /w/ prints
County-City Unit
Utility Unit

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
NOV 29 1977
File: PM FA
LG OP
TAA

81-125-1387

8679

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
September 23, 1977
Salem OR 97310

FILE: ROW 18-4

NOTED
E. S HUNTER

FROM: Phil Preston
Utility Special Studies Engineer

TO: THE FILE

SUBJECT: Hermiston Irrigation District
Crossing & Brownell Ditch
Company Crossing
Brownell Ditch-Hermiston Ditch
Section
FAS B571 (River Road)
Umatilla County

The irrigation ditches crossing this section of highway owned by the Hermiston Irrigation District and Brownell Ditch Company were in existence prior to construction of River Road. Therefore, the companies' approval of our proposed crossing structures was requested by Harlin Gerlach, Regional Utility Engineer.

The respective approval letter from the District and Company and a copy of the plans are being distributed as follows:

E. S. Hunter
W. J. Hart
Jack Sullivan
R. L. Schroeder
W. E. Schwartz
J. R. Hagedorn
Harry Oswald
Harlin Gerlach

NOTE TO SULLIVAN: The contractor should be requested to contact the irrigation companies before commencing work within the District or Company's right of ways. No interruption of irrigation water flow can be made without approval of the District or Company. The normal irrigation season is from April to October each year.

RECEIVED
TECHNICAL SERVICES

SEP 26 '77

REFER TO

FOR

Info	Inves	R/D	U/R	[illegible]	Act	File

1859

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 9, 1977

Mr. Clyde Vieth, President
Brownell Ditch Company
P. O. Box 284
Umatilla, Oregon 97822

Dear Mr. Vieth:

RE: Brownell Ditch-Hermiston
Ditch Section
FAS B571 (River Road)
Umatilla County

Enclosed please find 3 sets of proposed plans pertaining to the construction of the subject project.

These plans are being sent to you for your review. If they are acceptable to you, would you please have the appropriate officials affix their signatures as an indication of approval. Keep one copy for your records and return the remaining copies to this office at your earliest convenience.

Sincerely,

Harlin Gerlach
Harlin Gerlach
Regional Utilities Engineer
P. O. Box 850
La Grande, Oregon 97850

BROWNELL DITCH COMPANY
by and through its Company officials:

by Clyde L Vieth
President

by ______________________

HWG/dlm
Enclosures

Form 81-734-3122

1859

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

☐ RE ☐ RCE ☐ [illegible] ☐ RME
☐ ROE 1977 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

August 9, 1977

Mr. James Bevan, Manager
Hermiston Irrigation District
P. O. Box 208
Hermiston, Oregon 97838

Dear Mr. Bevan:

RE: Brownell Ditch-Hermiston Ditch Section
FAS B571 (River Road)
Umatilla County

Enclosed please find a set of proposed plans pertaining to the construction of the subject project.

These plans are being sent to you for your review. If they are acceptable to you, please have the appropriate officials affix their signatures as an indication of approval. Keep one copy for your records and return the remaining copies to this office at your earliest convenience.

Sincerely,

Harlin Gerlach
Harlin W. Gerlach
Regional Utilities Engineer

HERMISTON IRRIGATION DISTRICT
by and through its Company Officials:

by Hugh Thompson
President

by

HWG/dlm
Enclosures

Form 81-734-3122

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
4	[illegible]

To
The [illegible] Protection & Direction of Traffic
will be Covered In [illegible]

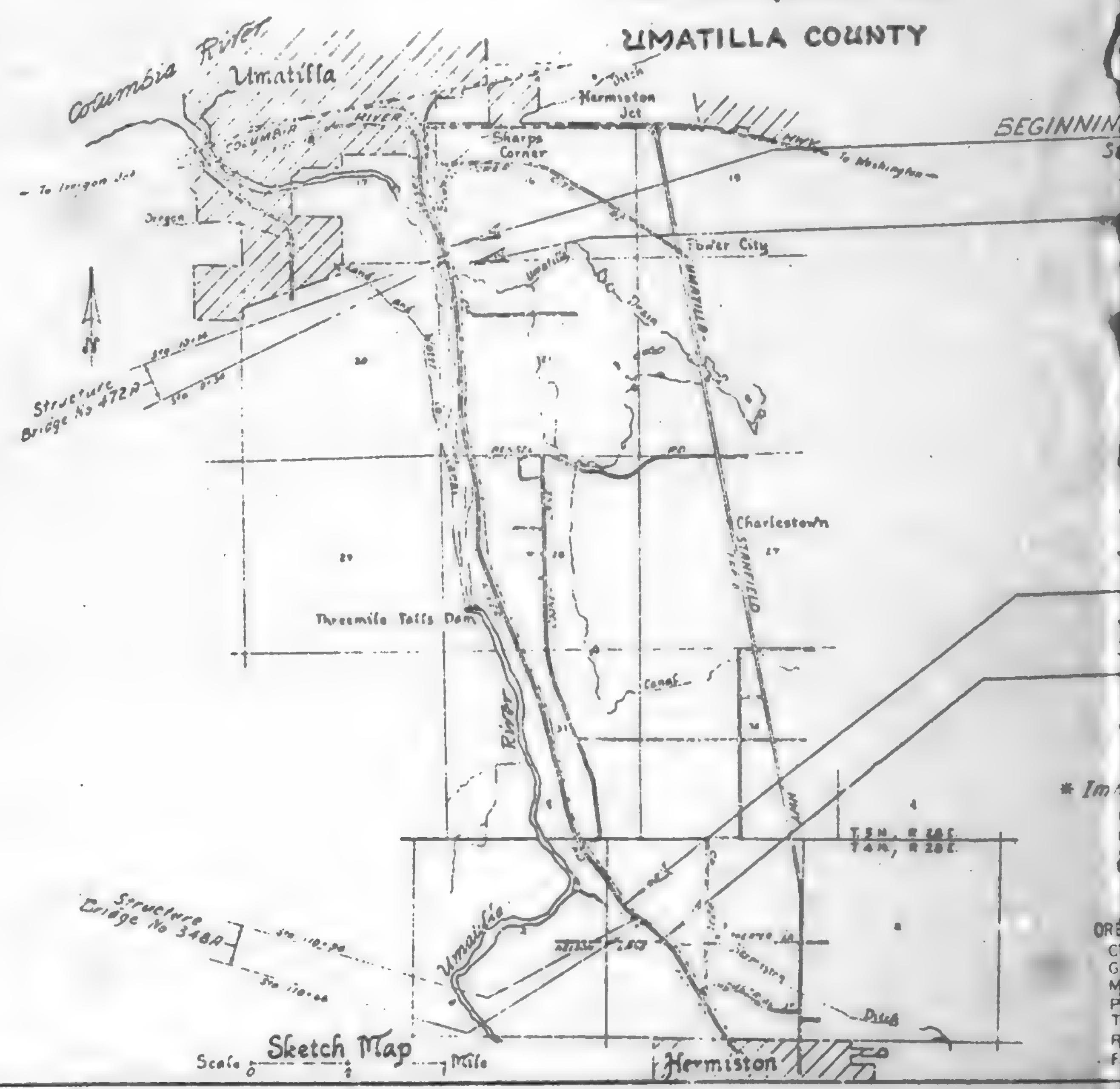
STATE OF OREGON
STATE HIGHWAY DIVISIO

PLANS FOR PROPOSED PROJECT

BROWNELL DITCH ~ HERMISTON

FAS B571 (RIVER RD.)

UMATILLA COUNTY



* Im

ORE
C
G
M
P
T
R
F

STATE OF OREGON
STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT

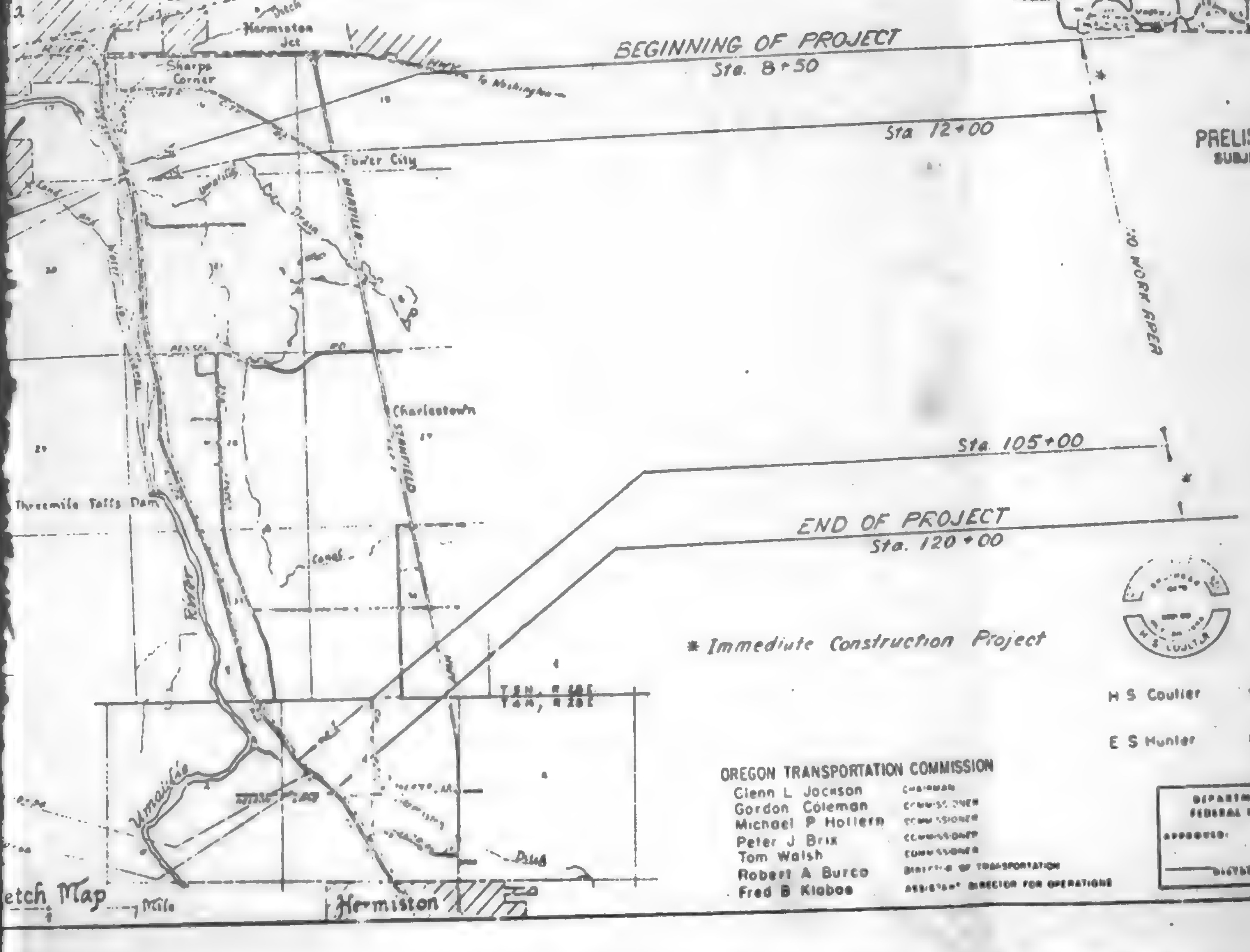
PRELIMINARY COPY
JUL 0 5 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

BROWNELL DITCH-HERMISTON DITCH SEC. FAS B571 (RIVER RD) UMATILLA COUNTY				1
FED. ROAD DIV. NO.	STATE	[illegible]	FISCAL YEAR	TOTAL SHEETS
10	OREGON			SEE INDEX

LL DITCH~HERMISTON DITCH SEC.

FAS B571 (RIVER RD.)

UMATILLA COUNTY



PRELIMINARY COPY
SUBJECT TO CHANGE

* Immediate Construction Project

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — DEPUTY STATE HIGHWAY ENGINEER

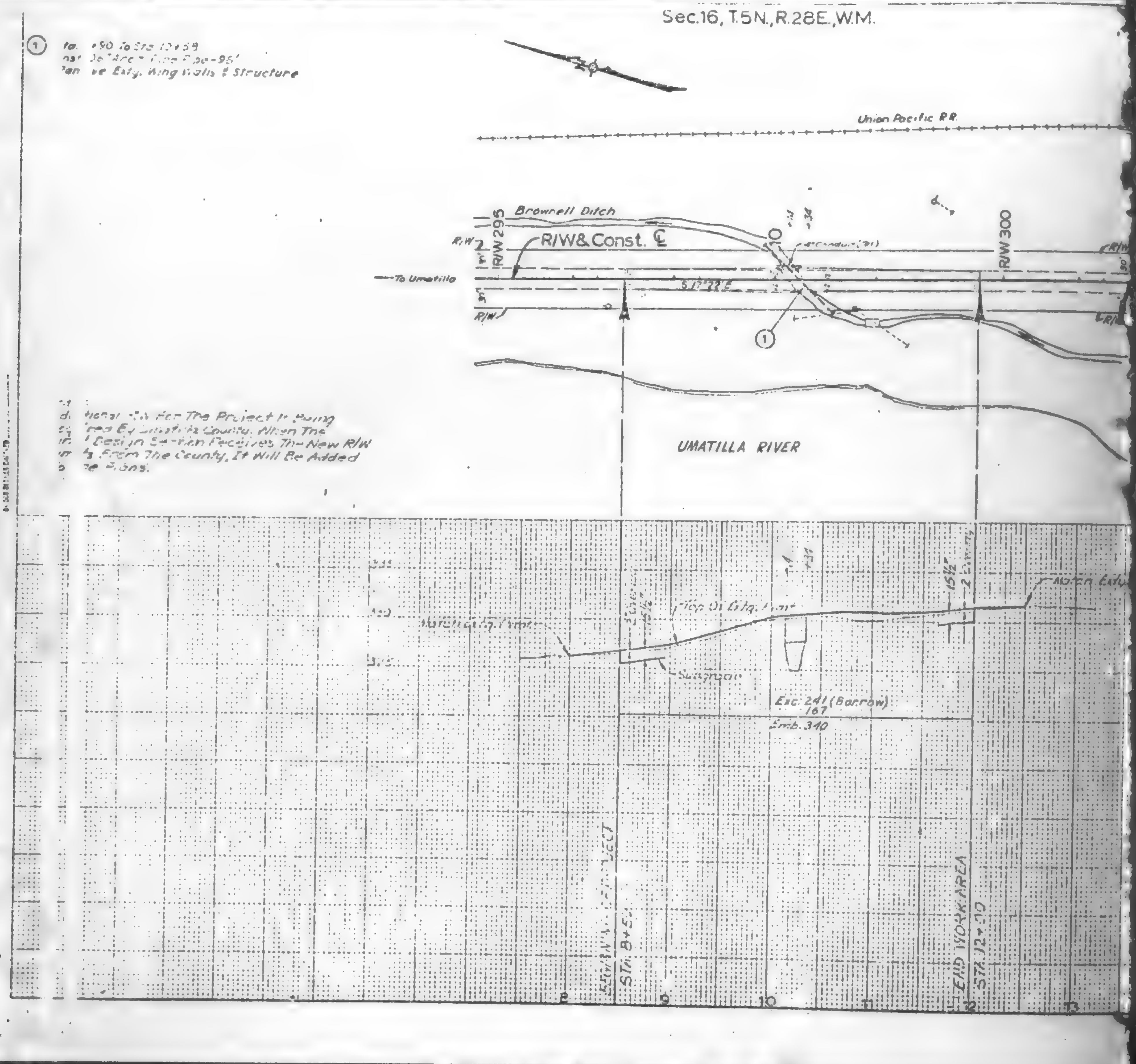
OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P Hollern	COMMISSIONER
Peter J Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A Burco	DIRECTOR OF TRANSPORTATION
Fred B Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

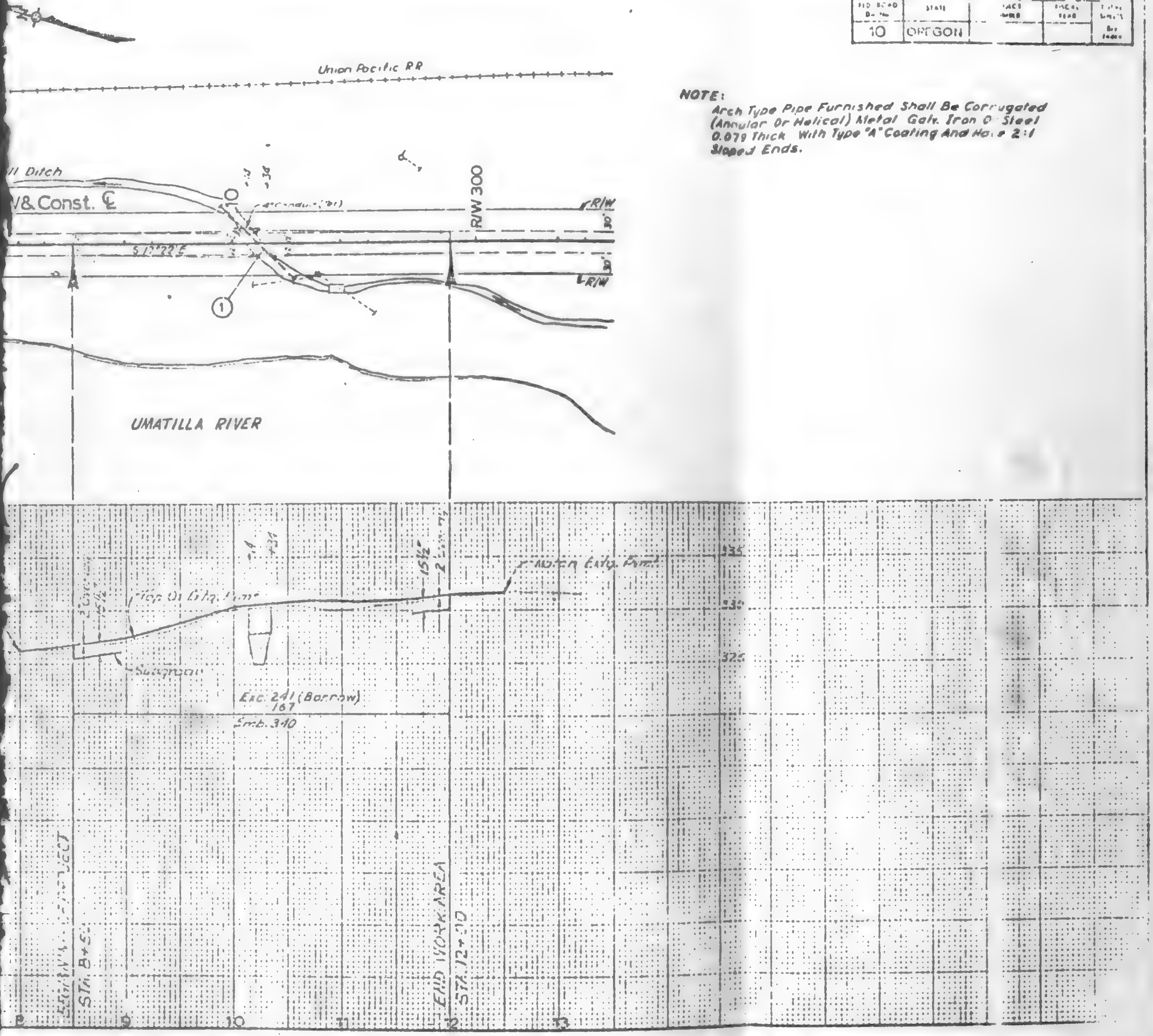
APPROVED:

DIVISION ENGINEER

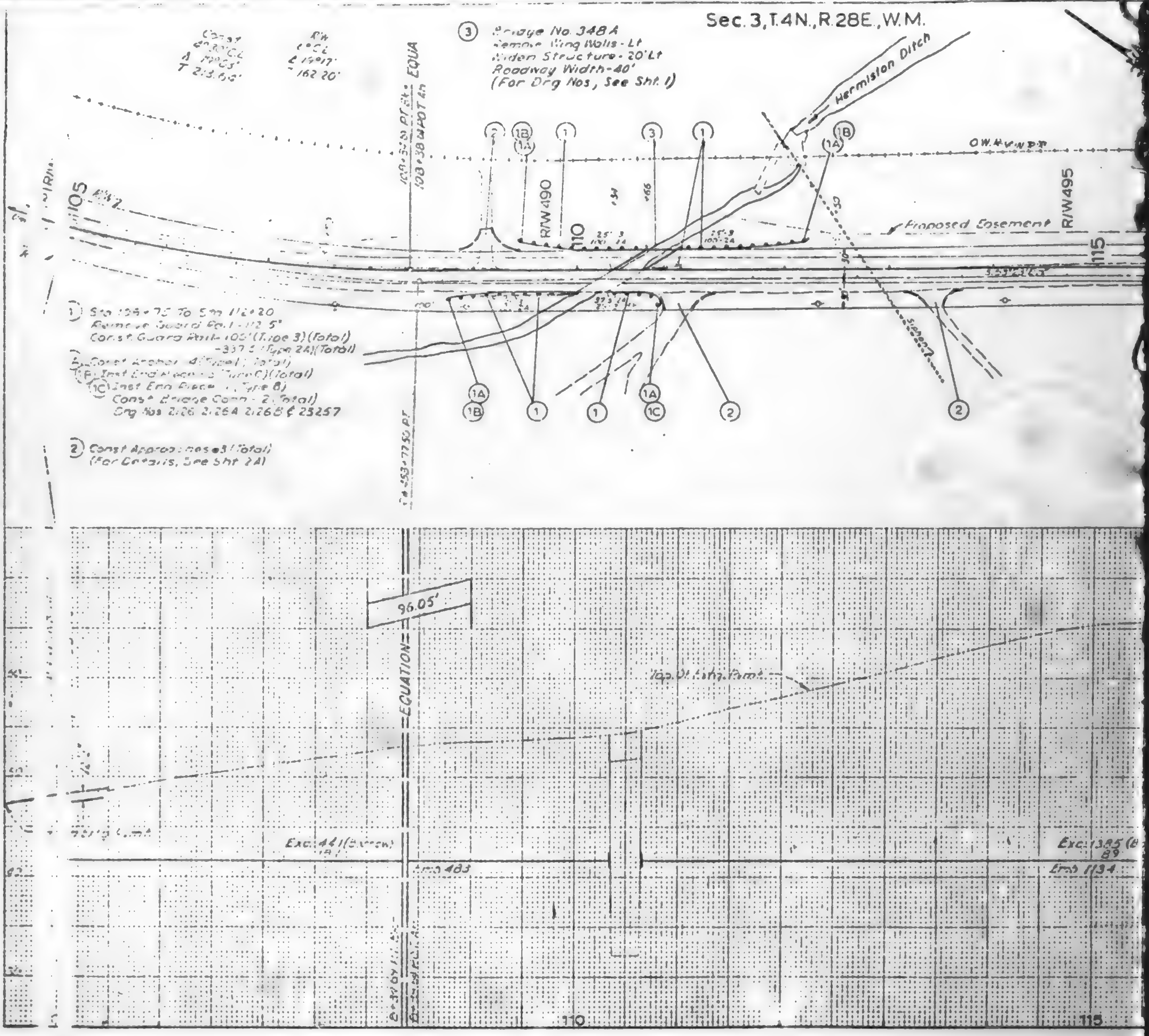

Sec.16, T.5N., R.28E., W.M.
①
Union Pacific RR.
Brownell Ditch
R/W 295
R/W 300
R/W & Const. ℄
10
To Umatilla
R/W
UMATILLA RIVER
Top Of Exty. Pave
Matching Pave
Subgrade
Exc. 241 (Borrow)
167
Emb. 340
15½
STA. 8+50
STA. 12+10
END WORK AREA
8
9
10
11
12
13

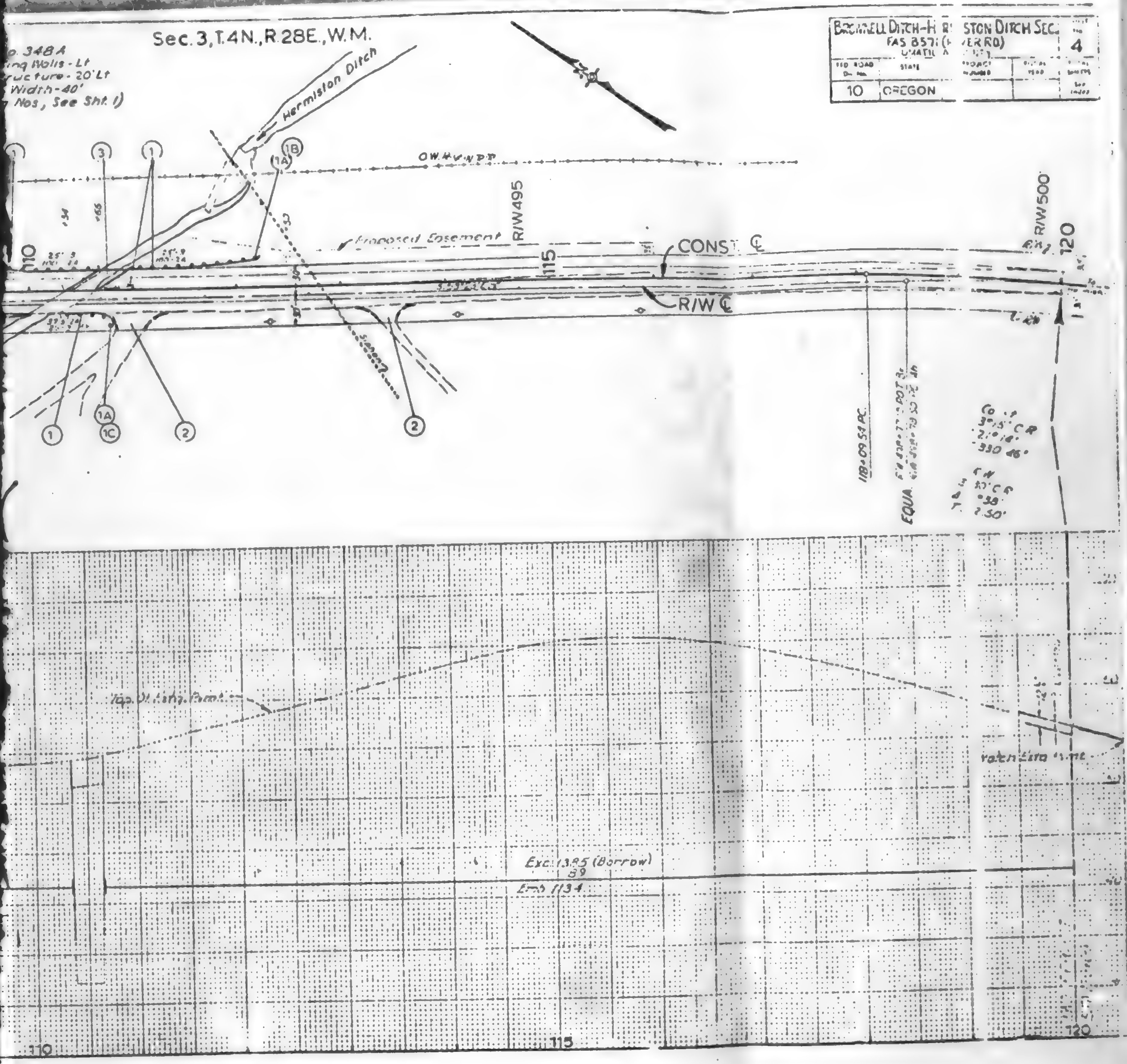
Sec.16, T.5N., R.28E., W.M.

BRO[illegible]ELL DITCH–HERM[illegible]TON DITCH SEC. FAS B571 (R[illegible]R RD) [illegible]					3
[illegible]	STATE		[illegible]	[illegible]	[illegible]
10	OREGON				



NOTE:
Arch Type Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal Galv. Iron Or Steel 0.079 Thick With Type "A" Coating And Have 2:1 Sloped Ends.


Sec. 3, T.4N., R.28E., W.M.
Const
Δ
T 213.65'
R/W
L 14°17'
162.20'
③ Bridge No. 348A
Remove Wing Walls - Lt
Widen Structure - 20' Lt
Roadway Width - 40'
(For Drg Nos, See Sht. 1)
EQUA
Hermiston Ditch
O.W.R.& N.R.R.
R/W490
R/W495
Proposed Easement
105
110
115
① Sta 108+75 To Sta 112+20
Remove Guard Rail - 112.5'
Const Guard Rail - 105' (Type 3) (Total)
- 337.5' (Type 2A) (Total)
Const Anchor - 4 (Type 1) (Total)
1B Inst End Pieces - 2 (Type C) (Total)
1C Inst End Piece - 1 (Type B)
Const Bridge Conn - 2 (Total)
Drg Nos 2126, 2126A, 2126B & 23257
② Const Approaches - 3 (Total)
(For Details, See Sht 2A)
1A
1B
1C
96.05'
EQUATION
Top Of Exstg Pvmt
Exc 441 (Borrow)
Emb 483
Exc 1385
Emb 1134
110
115



Sec. 3, T.4N., R.28E., W.M.
o. 348A
ing Walls - Lt
ructure - 20' Lt
Width - 40'
Nos, See Sht. 1)
Hermiston Ditch
OW.H.V.N.P.P.
R/W495
R/W500
Proposed Easement
CONST. ℄
R/W ℄
110
115
120
1A
1B
1C
1
2
3
118+09.54 P.C.
EQUA.
Top Ot Exist. Pavmt.
Exc. 1385 (Borrow)
89
Emb. 1134
Bromwell Ditch - Hermiston Ditch Sec.
FAS 857 (… ER RD)
UMATILLA
FED. ROAD DIV. NO.
STATE
PROJECT NUMBER
FISCAL YEAR
SHEET NO.
TOTAL SHEETS
10
OREGON
4
See Index

June 14, 1977

Mr. Carlos Van Elsberg
Director of Public Works
Courthouse
Pendleton, OR 97801

SUBJECT: Right-of-Way
Brownell & Hermiston Ditches
Old River Road
FAS B 571 (formerly 30-137)
Umatilla County

Dear Mr. Van Elsberg:

The necessary additional right-of-way for each of the two structures is marked with color on each of the enclosed sketches.

If you wish our people to assist you, would you please contact the region office in La Grande.

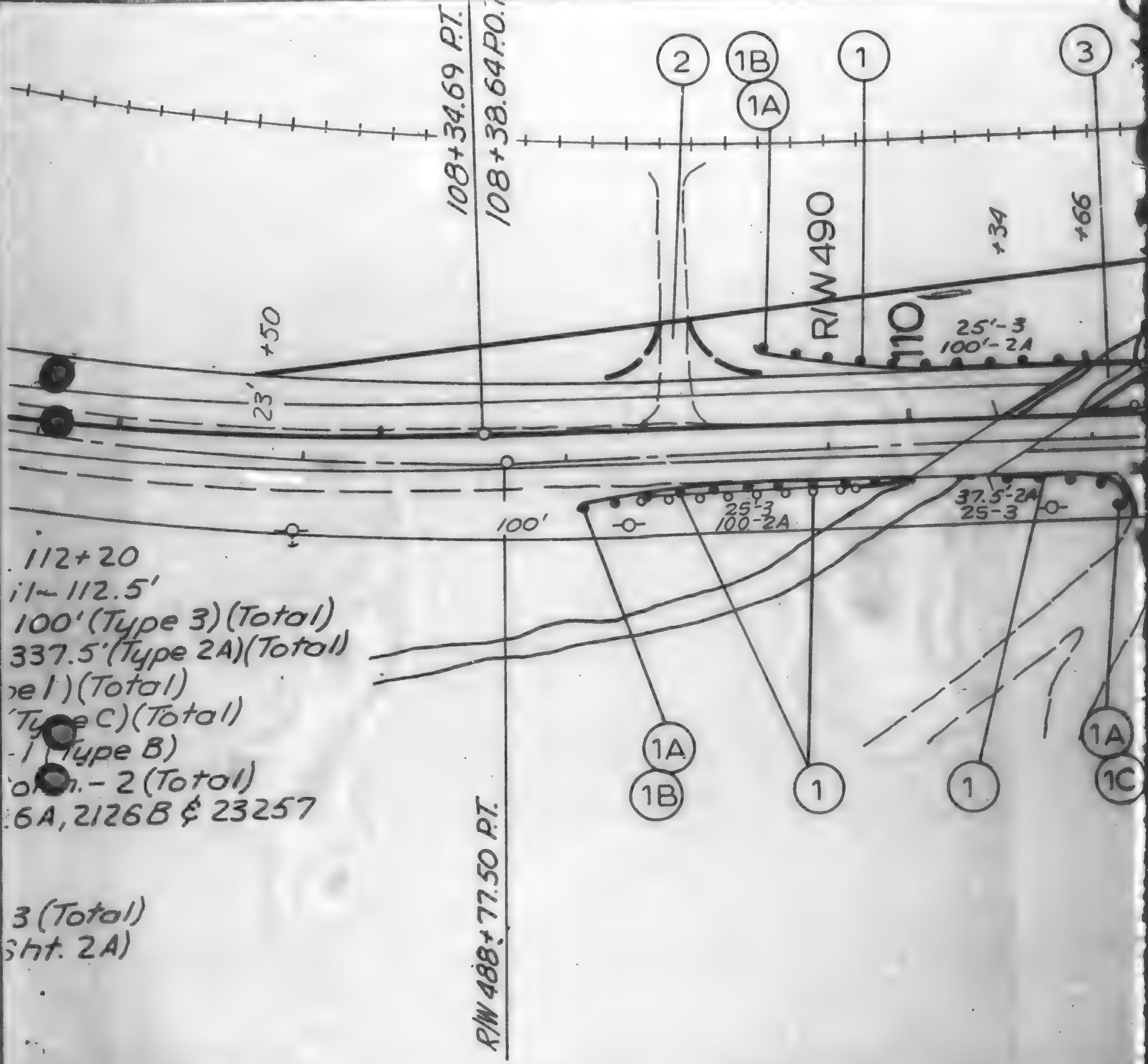
Very truly yours,

Robert H. Prange
Project Manager Engineer

HR:ljt

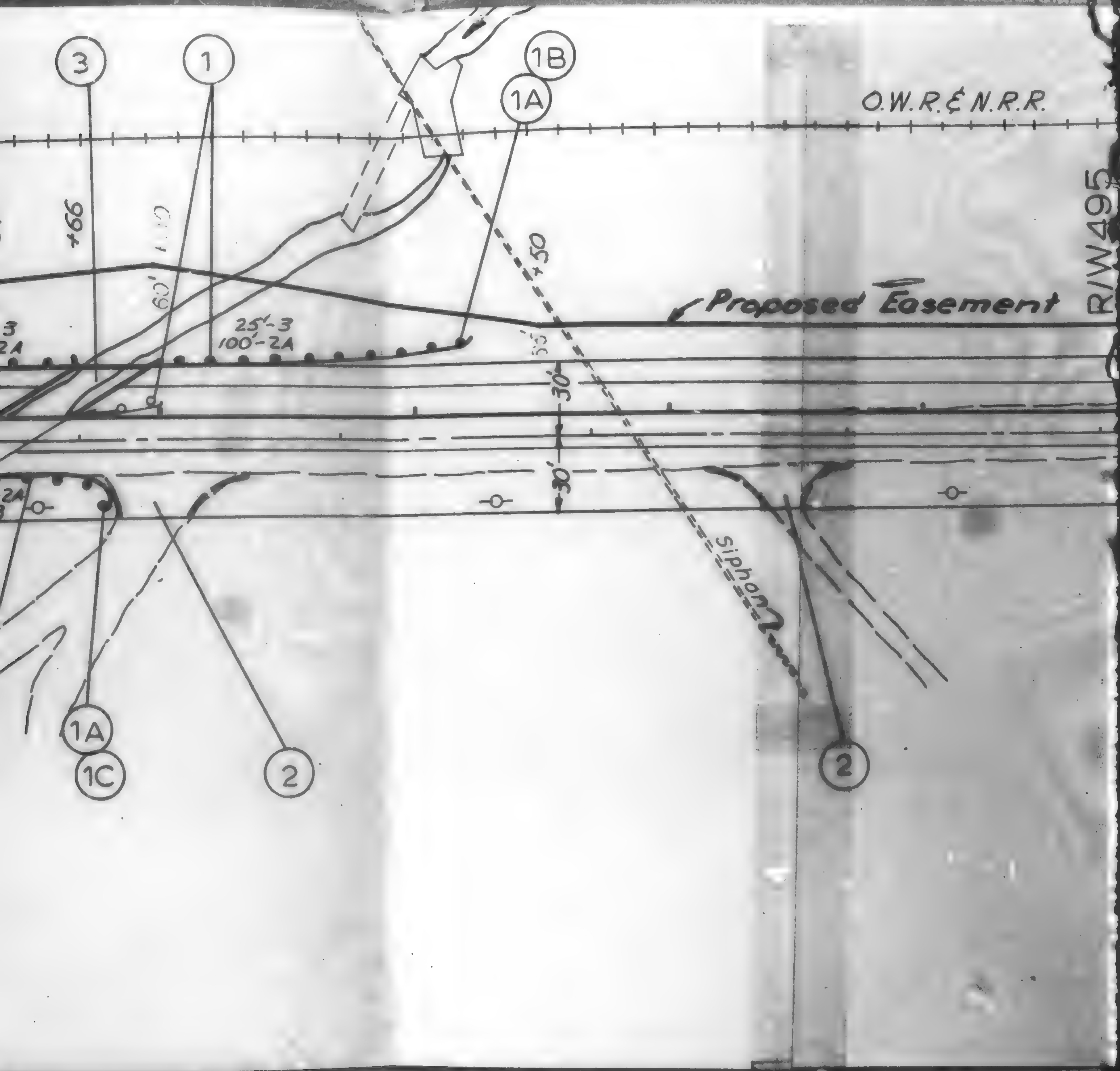
Encl.

bc: Roger Lang, Reg. 5
John Hagedorn, Reg. 5

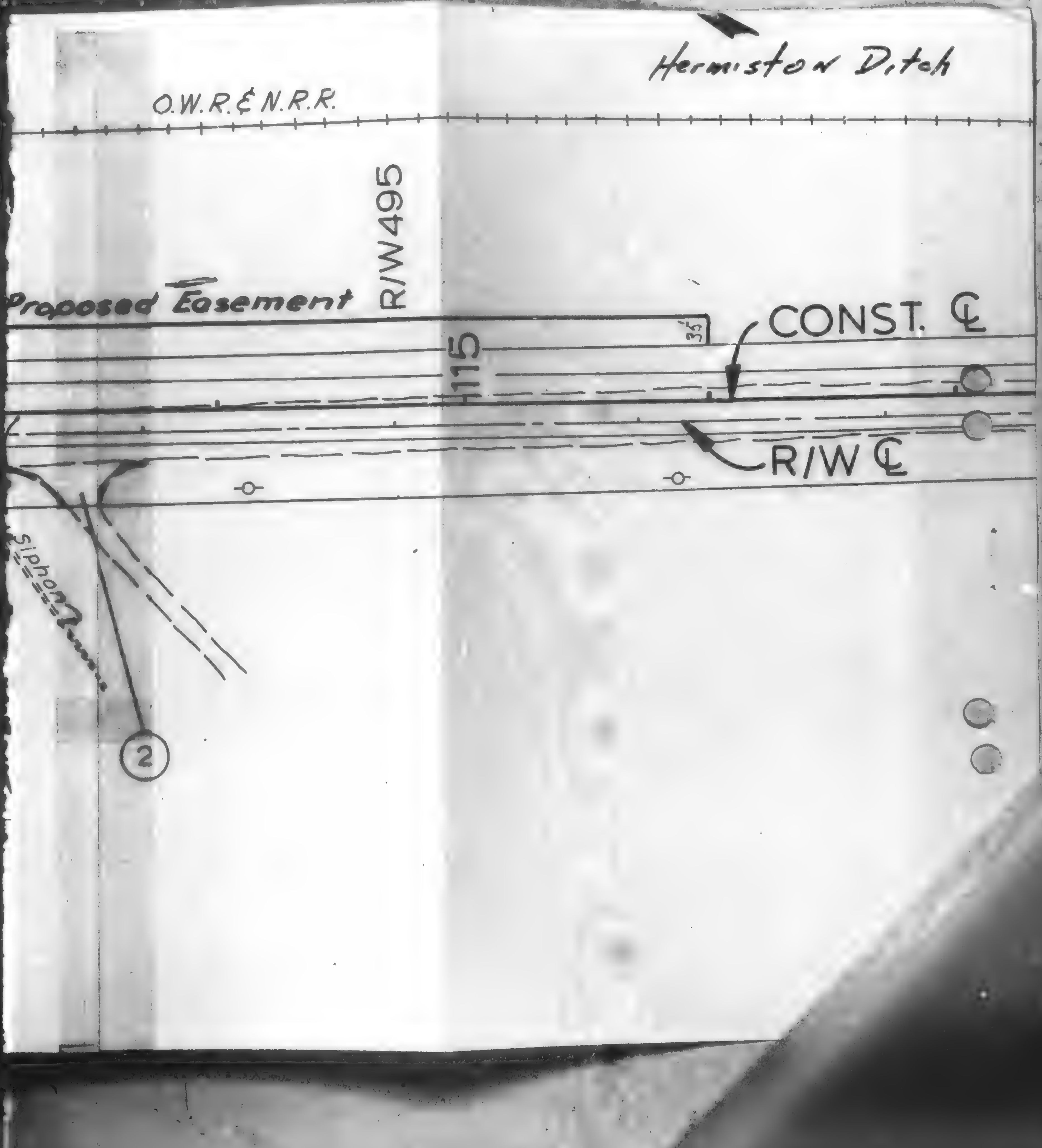


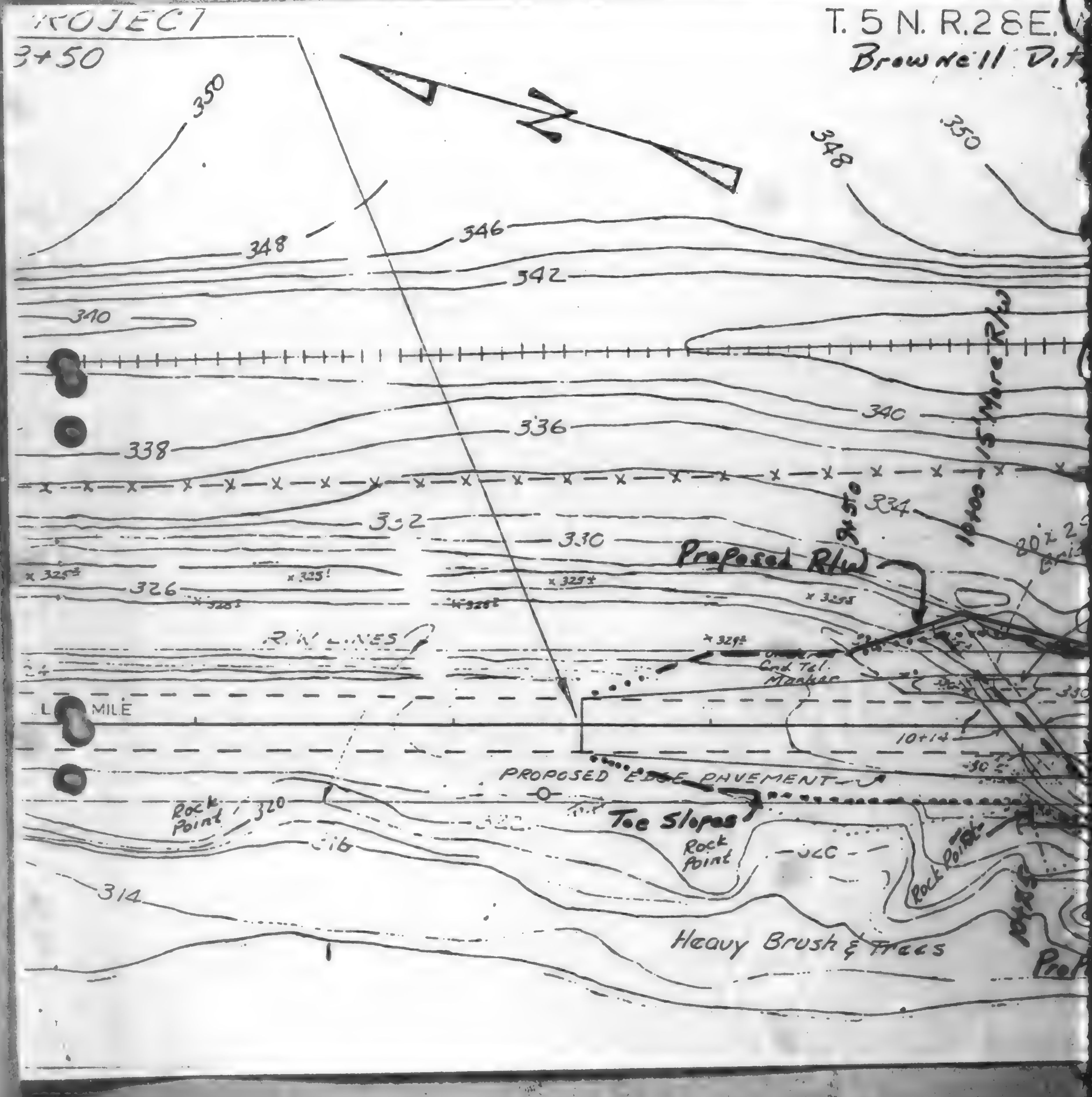
112+20
il~ 112.5'
100'(Type 3)(Total)
337.5'(Type 2A)(Total)
pe 1)(Total)
'(Type C)(Total)
-1 (Type B)
To[illegible]n.- 2 (Total)
6A, 2126B & 23257

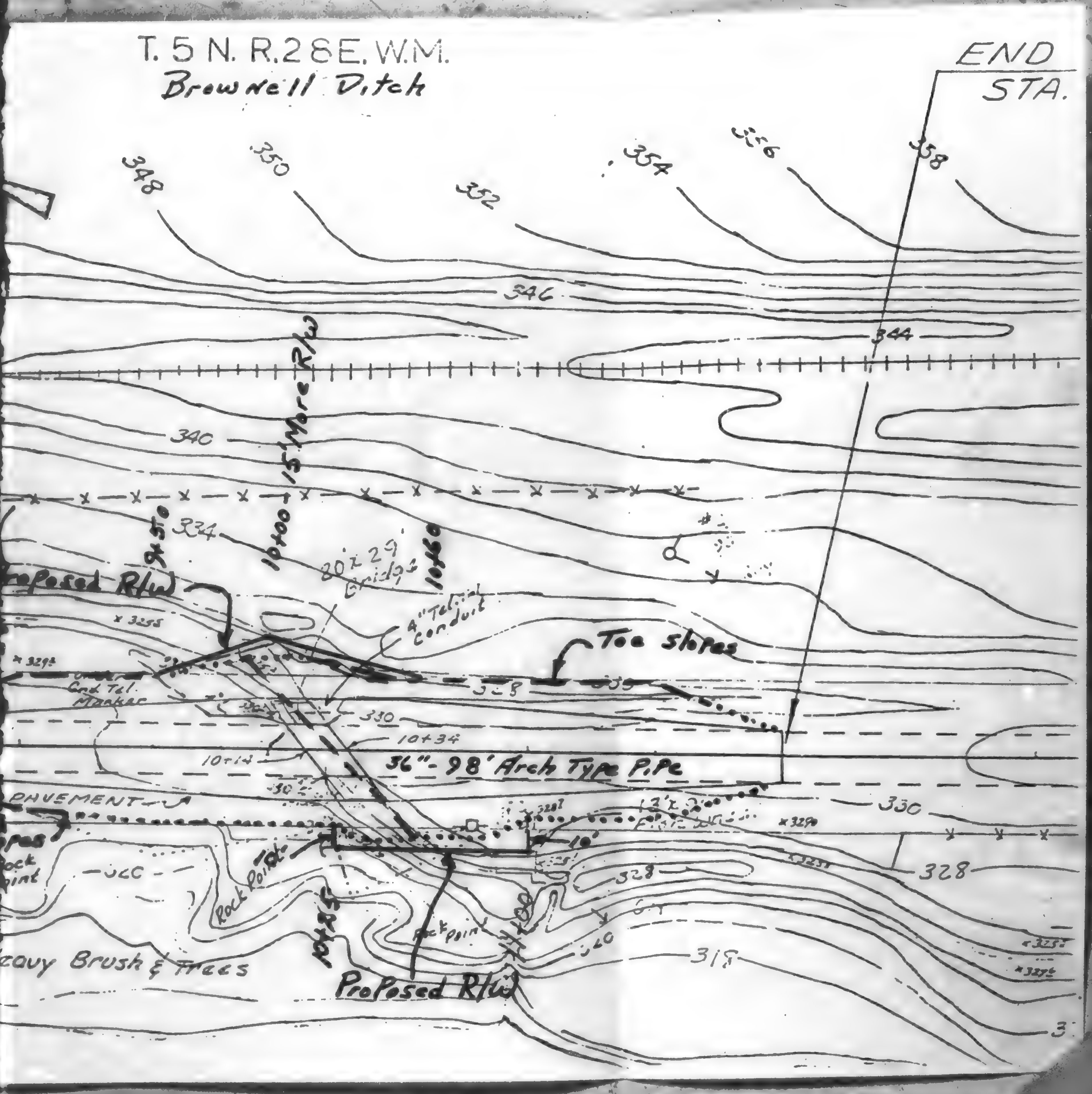
3 (Total)
Sht. 2A)



3
1
1B
1A
O.W.R.& N.R.R.
R/W495
+66
60'
+50
Proposed Easement
3
2A
25'-3
100'-2A
30'
30'
2A
Siphon
1A
1C
2
2


Hermiston Ditch
O.W.R.&N.R.R.
R/W495
Proposed Easement
35'
115
CONST. ℄
R/W ℄
Siphon
2


ROJECT
3+50
T. 5 N. R. 28E.
Brownell Dit
350
348
350
348
346
342
310
340
336
338
334
332
330
x 325±
326
x 325±
x 325±
x 325±
x 325±
x 325±
Proposed R/W
9+50
10+00 15' More R/W
R/W LINES
x 329±
Ground Tel. Marker
MILE
10+14
PROPOSED EDGE PAVEMENT
Toe Slopes
Rock Point
320
322
316
Rock Point
Rock Point
314
Heavy Brush & Trees


T. 5 N. R. 28 E. W.M.
Brownell Ditch
END STA.
348
350
352
354
356
358
346
344
340
15' More R/W
10+00
9+50
10+60
334
80'x29' Bridge
4" Tel. Conduit
Proposed R/W
x 325.5
Toe slopes
Und. Gnd Tel. Marker
328
330
10+34
10+14
36"-98' Arch Type Pipe
PAVEMENT
330
10'
328
Rock Point
Rock Point
10+85
Heavy Brush & Trees
Proposed R/W
318
328

8679

81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 13, 1977

FILE: FAS B571 formerly 31-132

FROM: Richard L. Lenz
Hydraulics Engineer

TO: FILE

SUBJECT: Hermiston Ditch
Umatilla River Road Section
Umatilla County

The existing structure, a single span concrete bridge, is to be widened or replaced to provide a wider travel way. Other than being narrow, the existing structure is apparently adequate for design loads and could be widened.

Walt Hart, Bridge Engineer, asked for a study to determine if the bridge could be replaced with a culvert. The Region office made personal contact with County personnel and determined that they would settle for a culvert instead of a structure. There are, however, other considerations to be accounted for, such as right of way necessary for fill slopes, additional fill material, and removal of the old structure. In lieu of additional right of way, it would be necessary to construct quite high headwalls to contain the fills within present right of way boundaries. It appears that a comparison of estimates between widening the present structure and using a culvert pipe must be made for economic justification.

It is recommended that a 72-inch CMP be used for the culvert alternate.

RLL:jp

cc F.E. Terpin
J.H. Versteeg
Gary Potter
W.E. Schwartz
Don Harwell

PROJECT MANAGEMENT

MAY 16 '77

REFER TO

FOR

Info	Investigate	R/D	Action	File	Letter	See me

NOTED
MAINOR C. HOLMES

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	47.0	—	—
Discharge - m^3/s	1.3	—	—
Frequency - yrs.	—	100	—
H.W. Elevation Natural Channel ft.	435.6	—	—
H.W. Elevation Natural Channel m.	132.8	—	—
H.W. Elevation Channel Change ft.	—	—	—
H.W. Elevation Channel Change m.	—	—	—
Average Velocity fps	2.7	—	—
Average Velocity mps	.8	—	—

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Hermiston Ditch Bridge.
River Road FAS-C B571
Umatilla County

COMPILED BY: V. E. Hemmert

DATE: May 12, 1977

8677

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 6, 1977

TO Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT General Permit for Fills in Navigable Waters
Section: Brownell Ditch (Old River Road) Bridge
Highway: County Road 484
County: Umatilla County

This letter, with the attached Project Assessment, serves as the advance notice required under Section rr of the Department of the Army Permit referred to in Public Notice 971-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500).

If additional information is needed, please contact Donald E. Keyes, Location Section, 212 Transportation Building, Salem OR 97310, telephone 378-6265.

Attachment

cc G. L. Green
J. H. Versteeg ✓
R. W. Ellison
Gary A. Potter
C. T. Keasey
D. E. Keyes

Versteeg
1 Olson
Kept [illegible]
Scott
Copy Swanson
Copy

RECEIVED
APR 6 1977
ROAD DESIGN SECTION

Request
Receiver Keep
Do not File
Return To
Bring Up __/__/__
Other

8679

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
March 23, 1977

R C Lang

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: J. R. Hagedorn
Resident Engineer

MCNARY

SUBJECT: Brownell and Hermiston
Ditch Bridges
FAS B571, Old River Road
Umatilla County

Pursuant to our telephone conversation of this morning, I am enclosing three copies of each bridge vicinity map showing proposed right of way and/or construction easements.

It is apparent these areas have been requested or expanded by the Design Section and conflict somewhat with your ideas and the County's desires.

Please review the maps and, if necessary, contact the Design Section for clarification. If additional right of way and/or construction easements are required, it shall be the county's obligation.

RCL/dlm
Attachments

cc: Verne Allen w/ attachments
George Hopkins

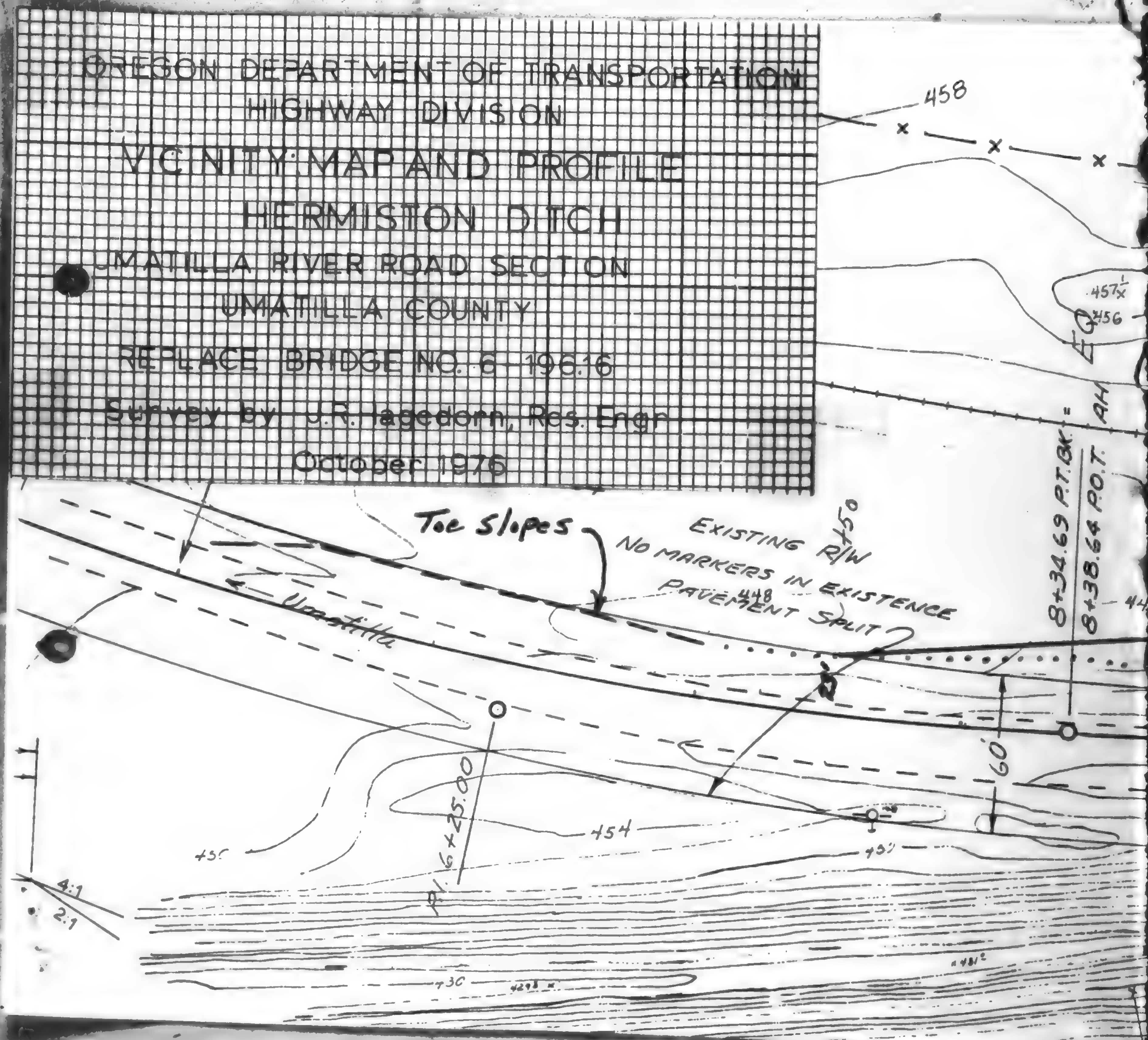
PROJECT MANAGEMENT
MAR 25 '77
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter	See me

HA - FILED

N

NOTED
MAINOR C. HOLMES



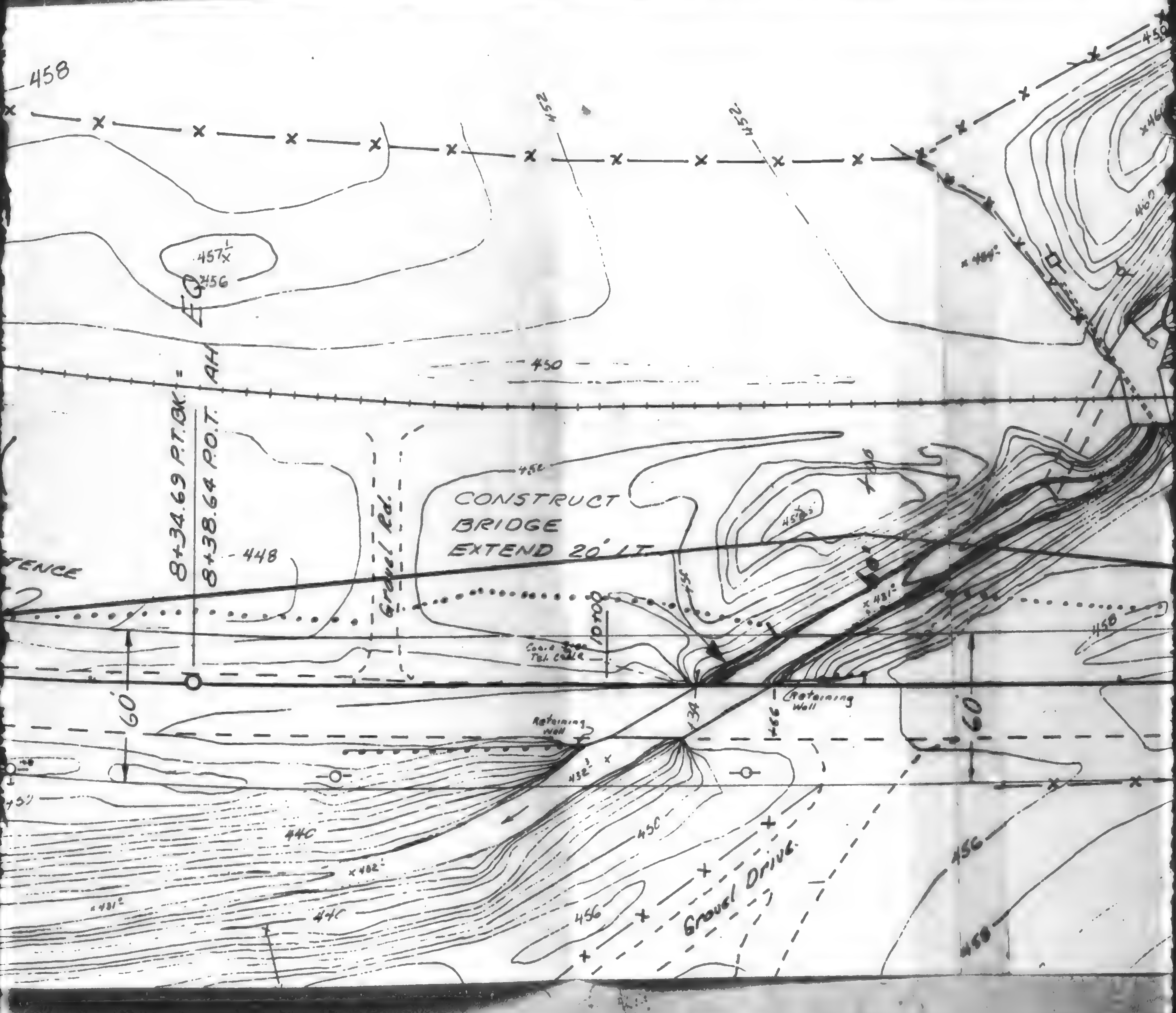
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

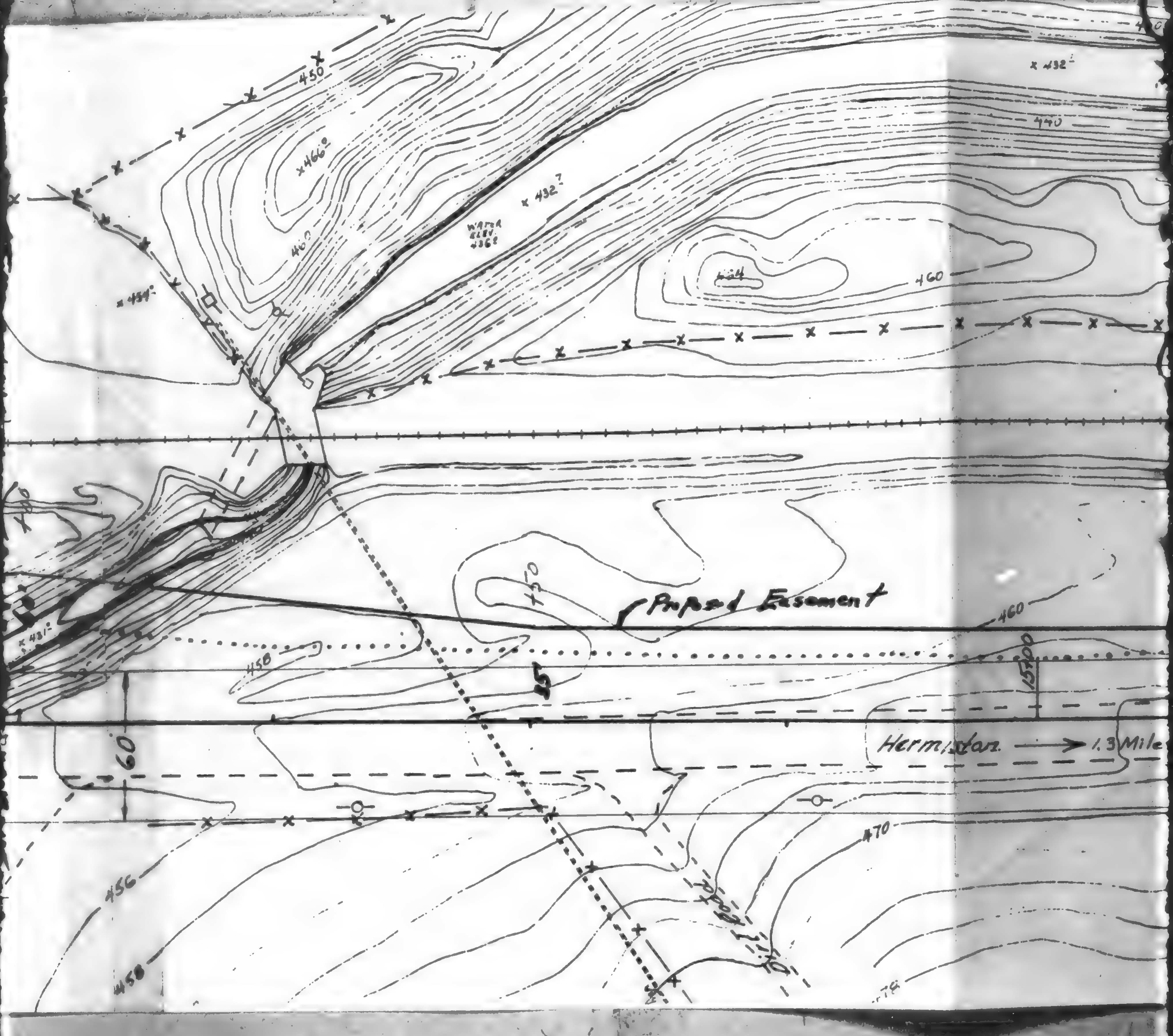
VICINITY MAP AND PROFILE
HERMISTON DITCH

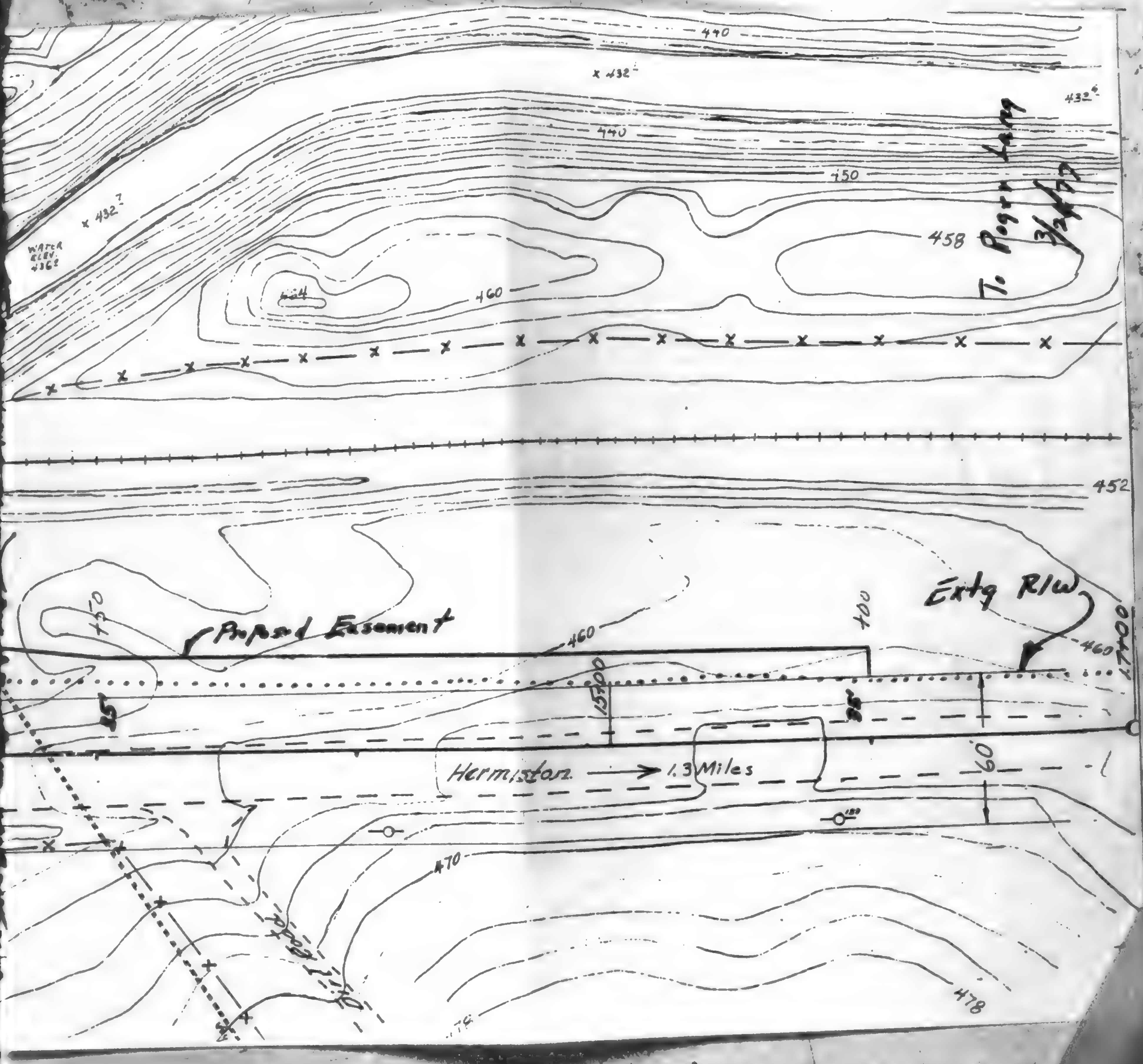
UMATILLA RIVER ROAD SECTION
UMATILLA COUNTY

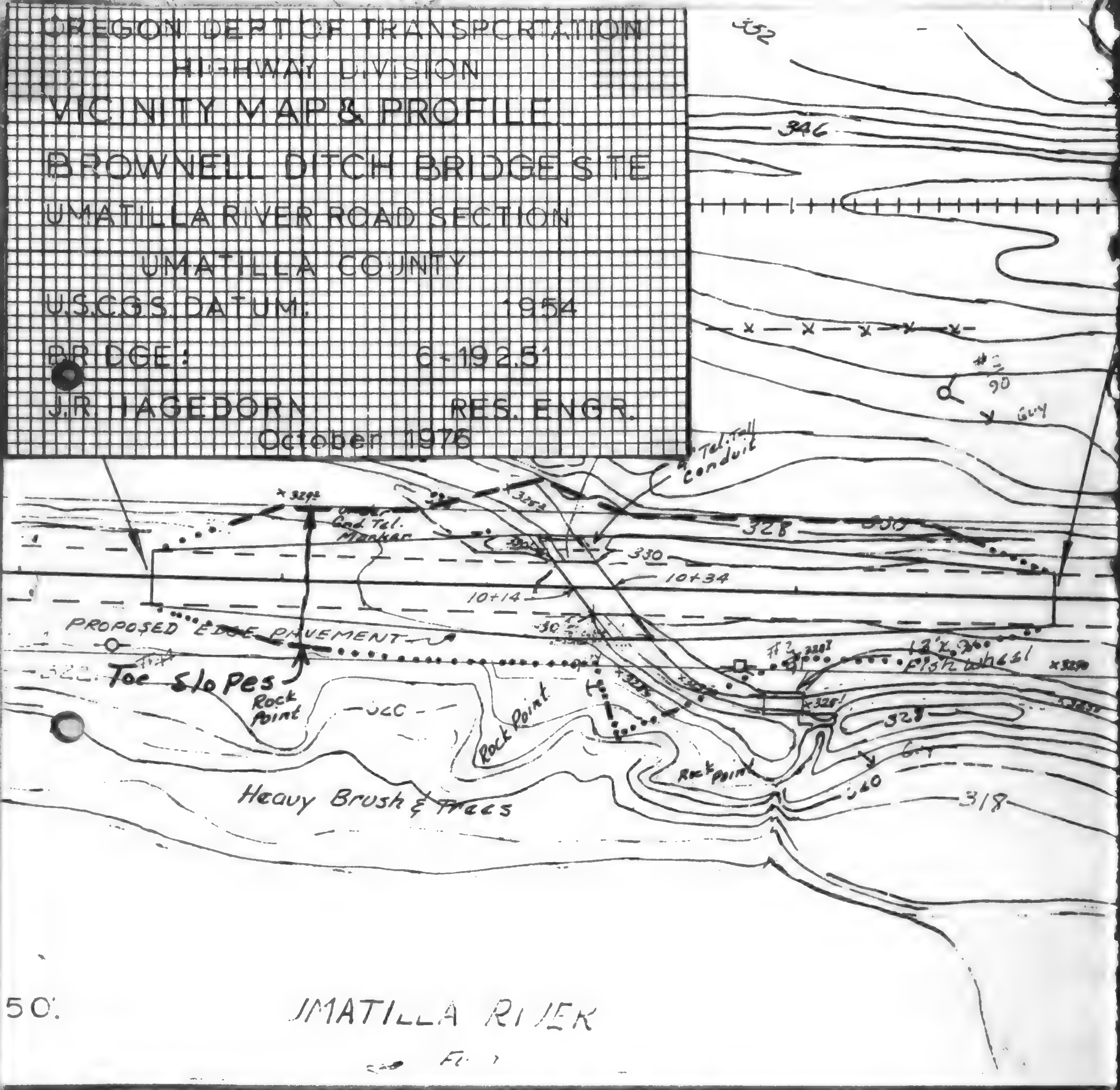
REPLACE BRIDGE NO. 6 19616

Survey by: J.R. Hagedorn, Res. Engr.
October 1976

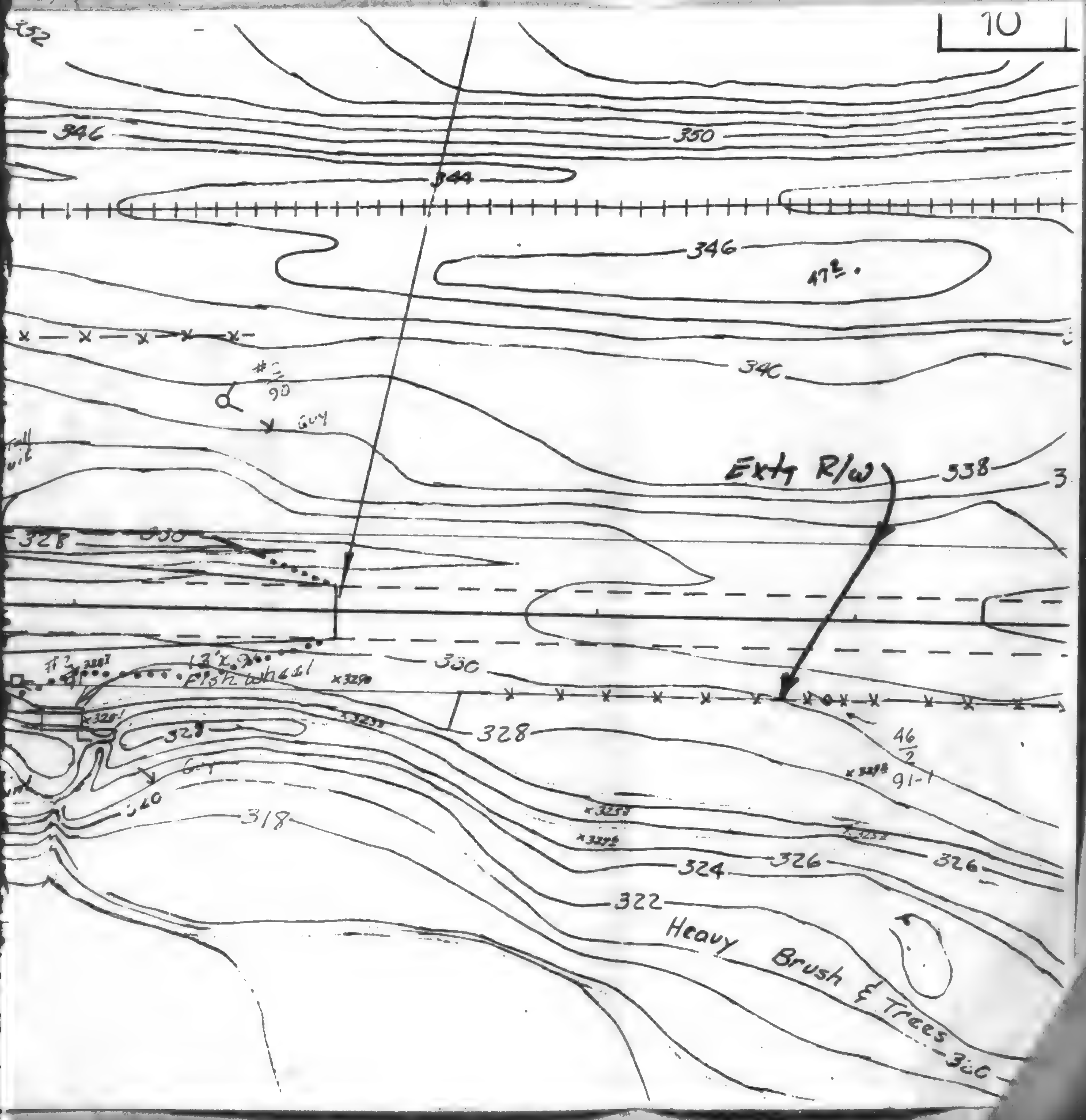

458
452
452
457½ x
456
EQ
450
8+34.69 P.T. BK. =
8+38.64 P.O.T. AH
Gravel Rd.
CONSTRUCT
BRIDGE
EXTEND 20' LT.
-448
FENCE
1010
Cable Tel. Cable
456
x 481²
x 484²
460
458
60'
34
66
Retaining Wall
Retaining Wall
432½ x
440
x 482²
x 481²
440
450
456
Gravel Drive
456
458
60


450
x466
x432
Water Elev 436
460
x434
x431
x432
440
464
460
470
Proposed Easement
460
458
15
1500
60
Hermiston → 1.3 Mile
456
458
470
478


440
x 432
432
x 432
WATER ELEV. 436
440
450
458
To Roger Lang 3/24/79
454
460
452
470
Proposed Easement
460
+00
Extg R/W
460
17+00
15+00
35'
35'
Hermiston → 1.3 Miles
60'
470
478



OREGON DEPT OF TRANSPORTATION
HIGHWAY DIVISION
VICINITY MAP & PROFILE
BROWNELL DITCH BRIDGE SITE
UMATILLA RIVER ROAD SECTION
UMATILLA COUNTY
U.S.C.G.S. DATUM: 1954
BRIDGE: 6-192.51
J.R. HAGEDORN RES. ENGR.
October 1976


10
352
346
350
344
346
47²
340
#2
90
Guy
Exty R/ω
338
328
330
12'x9' Fish wheel
#2
x3290
x3251
x3257
328
330
328
46
2
91-1
x3298
Guy
320
318
x3253
x3276
x3252
324
326
326
322
Heavy Brush & Trees
316

8679

HERMISTON DITCH BRIDGE
RIVER ROAD, FAS-C B571
UMATILLA COUNTY
PREFIX 530-1929

VICINITY SURVEY FOR BRIDGE
HERMISTON DITCH BRIDGE
NARRATIVE REPORT

DESCRIPTION:

The Hermiston Ditch Bridge is located about 1.3 miles north of Hermiston on FAS-C B571, a county road locally known as "Old River Road".

PURPOSE OF SURVEY:

Toprepare vicinity maps, cost estimate, and obtain other necessary information to design a widening of the existing structure.

HYDRAULIC DATA:

This is a drainage structure and as can be seen on the sheet from the State Engineers Office the high water in the ditch is in July and August when the farmers are irrigating. In talking to the Umatilla Irrigation District there was no problem with flooding even during the flood of 1964-65. The existing structure is more than adequate and no future expansion is anticipated in the forseeable future. Mr. Bevens did state that the channel must be cleaned and restored to the present condition upon completion of the new structure.

Drift and ice has never been a problem as the winter months are the low water months. The streambed and banks in the vicinity of the bridge are solid rock.

The culvert and overflow flume at the railroad, just upstream from the structure would tend to protect our structure from ice and debris in the event of a freak storm. There are no contributing side streams that affect the structure. No reservoirs or flood control projects are proposed in the forsceable future.

The area drained by this ditch is farmland and pasture with medium overburden over solid rock.

HERMISTON DITCH BRIDGE
PREFIX 520-1929
NARRATIVE REPORT (CONT'D)

PROPOSED BRIDGE DESIGN:

It is recommended that the existing structure should be widened using 5 - 4' prestressed slabs, with bolt on flex beam rail. The concrete curb and rail on the existing structure should be removed and steel posts, bolted to the deck, with flex beam rail, substituted therefor.

The joint between the new and old structures should be on the new centerline.

This structure was originally at M.P. 196.10 on Highway No. 6, and the Bridge No. was 348. The structure is a 32 foot deck girder.

ALIGNMENT and GRADING:

To facilitate the widening of the existing structure on one side only, the centerline was moved 10 feet to the east, paralleling the tangent on which the existing structure is located. The new alignment blends into the existing curves at either end of the project. This necessitates a minor amount of grading, most of which will be embankment to be imported by the contractor. The minor amount of excavation should not be specified as an item, but should be bid as an inclusion in the embankment in place bid. The same should apply to the watering and finishing roadbed and slopes.

SURFACING:

The small quantities make it mandatory that the surfacing materials come from commercial sources. There are two (2) commercial aggregate and asphaltic concrete producers in the Hermiston-Umatilla area. The base aggregate (650 Cu.Yd.) should be either a 1½"-0 or a 1"-0; the A.C. (850 tons) should be a commercial "C" mix with a minimum of 6% asphalt content.

UTILITIES:

As shown on the photographs, there exists a Pacific N.W. Bell toll cable in a steel conduit on the easterly side of the structure and existing highway. It appears to be interred deep enough to allow the grading work without disturbance to the cable. This is an aluminum cable and almost impossible to splice, so if the new structure could be designed around the conduit, it would be better for all. The P.N.B. representative stated that there is enough slack in the conduit to move it approximately ten feet from the left side of the existing structure.

HERMISTON DITCH BRIDGE
PREFIX 530-1929
NARRATIVE REPORT (CONT'D)

TRAFFIC CONTROL:

The County Roadmaster indicated that the County would take care of the Temporary Protection & Direction of Traffic. He indicated that he may close this section of road. It would be prudent , however, to provide some kind of temporary handrails in case of citizen dissent to closure. This structure can be widened under traffic, with the proper precautions being taken. If so, flagging time should be added to the estimate, along with the temporary handrail.

RIGHT OF WAY:

The only property that will be affected is the O.W.R. & N. Railroad right of way. The County Roadmaster states that the county has only 60 feet of R/W. The Assessors map shows an undetermined amount more that 60 feet. The County, in it's negotiations with the Railroad, can make a further check. There are no markers on any kind in existence through this section.

J. R. Hagedorn
Resident Engineer

HERMISTON DITCH BRIDGE
LOCATION SURVEY
OLD RIVER ROAD FAS-C B571
UMATILLA COUNTY PREFIX 530-1929

ESTIMATE OF COST

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Temporary Protection & Direction of Traffic (Umatilla County forces to do this work)				
Mobilization	Lump Sum	All	$5,300.	$5,300.
Removal of Structures & Obstructions	Lump Sum	All	1,000.	1,000.
General Excavation (Specify no separate payment - include in Emb. in Place)				
Embankment in Place	Cu.Yd.	1,300	3.	3,900.
Finishing Roadbed & Slopes (Specify no separate payment - include in Emb. in Place)				
Watering (Specify no separate payment - include in Emb. in Place)				
1"-0 Aggregate Base	Cu.Yd.	650	5.	3,250.
Class "C" Asphaltic Concrete (Asphalt Cement included)	Ton	850	20.	17,000.
Asphalt in Tack Coat (Specify no separate payment - include in Class "C" A.C.)				
Type 2A Guardrail	Lin.Ft.	200	10.	2,000.
Type 1 Guardrail Anchors	Each	4	250.	1,000.
Type "C" End Pieces	Each	4	125.	500.
Bridge	Sq.Ft.	640	60.	38,400.
			Sub-total:	72,350.
			Engineering & Contingencies:	14,470.
			TOTAL:	$86,820.

8679

BROWNELL DITCH BRIDGE
RIVER ROAD, FAS-C B571
UMATILIA COUNTY
PREFIX 530-1929

VICINITY SURVEY FOR BRIDGE
BROWNELL DITCH BRIDGE
NARRATIVE REPORT

DESCRIPTION

The Brownell Bridge is located approximately 4.75 miles north of Hermiston on FAS-C B571, a County road locally known as "Old River Road".

PURPOSE OF SURVEY

To prepare a vicinity map, cost estimate and obtain other necessary information to facilitate the design of widening the existing structure.

HYDRAULIC DATA

The structure is near the headgate of the Brownell Ditch. This ditch is managed by the Brownell Ditch Co. and is used to irrigate 189.8 acres. The maximum amount of water carried is 4.75 cfs. I talked with Mr. Clyde L. Veith, President of the ditch company, and he stated that the acreage covered is actually getting smaller as the area around Umatilla developes. Also, that they now have no direct drain back to the Columbia River, so that the maximum water allowed by the State Watermaster, 4.75 cfs, is seldom used unless all members of the ditch company are using their allotment.

Mr. Veith also stated there has never been a flooding or debris problem and that the existing structure is more than adequate, and no future expansion of the ditch is anticipated. After construction, the ditch must be cleaned and made leakproof in the area of the new construction.

The headgate-fishwheel is just up stream from the existing structure, it consists of a 3' deep by 8' wide concrete flume with the fish wheel attached to the top of the walls.

No water surface profiles were taken as there is minimum water in the ditch, but a cross-section of the ditch was taken.

PROPOSED BRIDGE DESIGN

It is recommended that the existing structure be widened by adding 3 - 3' prestressed slabs with bolton flex beam rail on each side. This would give us a 40'6½" deck.

This bridge was originally on Highway No. 6 at M.P. 192.51 and the Bridge No. was 472. It is a 20' reinforced concrete bridge built in 1919. A copy of the original plans are included.

BROWNELL DITCH BRIDGE
PREFIX 530-1929
NARRATIVE REPORT (CONT'D)

ALIGNMENT AND GRADING

The centerline will remain at the centerline of the existing bridge and pavement, with the bridge widening to be equal on both sides. The pavement width will be 40 feet at the bridge ends, and taper to the existing 20 or 22 feet 150 feet either way.

The excavation, 205 Cu.Yd., should balance the embankment, 185 Cu.Yd. If not, enough material could be garnered by merely shaping the roadside ditches. It is proposed that there be no separate payment for general excavation- that it be included in one of the other bid items. The same should apply to watering and finishing roadbed & slopes.

SURFACING

The small quantities make it mandatory that the surfacing materials come from commercial sources. There are two (2) commercial aggregate and asphaltic concrete producers in the Hermiston- Umatilla area. The base aggregate (100 Cu.Yd.) should be either 1½"-0 or a 1"-0; the A.C. (225 tons) should be a commercial "C" mix with a minimum of 6% asphalt content.

UTILITIES

The Pacific NW Bell toll cable located in the ditch left of the structure and shown on the photographs will probably not need adjustment if care is taken during construction.

There is also a Pacific NW Bell local telephone line and conduit attached to the right side of the structure that will have to be adjusted.

TRAFFIC CONTROL

The County has indicated that it will take care of the Temporary Protection signing in this project. Closure of this section of the road is not possible, but with flagmen there should be no great problems in handling traffic as the bridge widening progresses. It should be specified that the existing hand rails be left in place until after the widening is completed, thereby eliminating the necessity of temporary rails.

RIGHT-OF-WAY

The existing right-of-way is 60 feet. It is not planned to go beyond the existing right-of-way with this construction.

BROWNELL DITCH BRIDGE
LOCATION SURVEY
OLD RIVER ROAD FAS-C B571
UMATILLA COUNTY PREFIX 530-1929

ESTIMATE OF COST

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Mobilization	Lump Sum	All	$1,625.	$1,625.
Temporary Protection & Direction of Traffic (Umatilla County forces to do this work)				
General Excavation (Specify no payment - include in other item)				
Finishing Roadbed & Slopes (Specify no payment - include in other item)				
Watering (Specify no payment - include in other item)				
1"-0 Aggregate Base	Cu.Yd.	100	10.	1,000.
Class "C" Asphalt Concrete (Asphalt Cement included)	Ton	225	25.	5,625.
Asphalt in Tack Coat (Specify no separate payment - include in Class "C" A.C.)				
Type 2A Guardrail	Lin.Ft.	200	10.	2,000.
Type 1 Guardrail Anchors	Each	4	250.	1,000.
Type "C" End Pieces	Each	4	125	500.
Bridge	Sq.Ft.	400	35. ~~25.~~	14 000 ~~10,000.~~
			Sub-total:	21,750.
			Engineering & Contingencies:	4,350.
			TOTAL:	$26,100.

8679

October 20, 1976

Umatilla County Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention: Jessie M. Bell
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5910

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the construction of the Hermiston Ditch Bridge Section of Old River Road, FAS B571.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

8679

8

October 20, 1976

Umatilla County Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention: Jessie M. Ball
County Clerk

MISC. CONTRACTS AND
AGREEMENTS No. 5909

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the construction of the Brownell Ditch Bridge Section of Old River Road, FAS B571.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

8679 10-14-76 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B571(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-118

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 26 '76
REFER TO
Rulien
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
9-30-76	9-30-76	Secondary B571
		STATE ROUTE NUMBER P County Road

GENERAL LOCATION:
"Brownell and Hermiston Ditch Bridges"
Approx. 1.3 and 4.7 miles north of Hermiston.

GENERAL DESCRIPTION OF WORK:
PE including utility preparatory work and construction of 2 bridges.
Code X080 miles 0.011.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $16,900 - FF $14,500.
☒ OTHER (Specify)
Program Approval
(TEC 128,900 - FF $110,596)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 9-17-76 memorandum, I approve the subject project for inclusion in the Federal-aid program.

Also, as requested in Mr. Rulien's 9-17-76 memorandum, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $112,000 - Federal funds $96,096 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-14-76		

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
October 8, 1976

FILE:

RC Lang

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Hermiston Ditch Bridge Section
Brownell Ditch Bridge Section
Old River Road FAS B-571
Umatilla County

TO: R. H. Prange
Local Programs Manager

SALEM

Attached are three copies each of Construction Finance Agreements for the above projects.

The agreements have been properly executed by the Board of Commissioners and the County Clerk. It is noted that Commissioner Bevans has signed only one copy of the Brownell Ditch Bridge Agreement; however, the agreement should be valid as a majority of the Board has signed.

RCL/dlm
Attachments

cc: Carlos Van Elsberg
J. R. Hagedorn
Verne Allen
Harlin Gerlach

Prange

RECEIVED
COUNTY & CITY SECTION
OCT 11 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ DE
☑ OPE ☒ CE ☒ DE ☐ RPE ☐

HAL-FRED

Deb,
Please send these
two to Hunter

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. RS-B571( )
Project Name Brownell Ditch Bridge Section
Old River Road FAS-B571 (formerly 30-137)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ______________, Oregon, this _____ day of __________, 19__

County of Umatilla

____
~~County Judge~~/Chairman

____
Commissioner

____
Commissioner

Instructions: Complete A or B and C.
R/W File No. __________
Rev. 1/76

8679

54

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: September 17, 1976

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Hermiston Ditch (Old River Road)
Bridge
Hermiston-Umatilla Highway
Umatilla County

1	Versteeg	✓
2	Olson	
copy	Christensen	
	Scott	
copy	Swenson	
	Savage	
copy	Trout	

RECEIVED
SEP 20 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up___/___/___
Other______

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category _3_ project of _NON-MAJOR_ action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
Acting DEPUTY STATE HIGHWAY ENGINEER
Date 9-16-76

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region _5_: W. E. Schwartz
District _12_: H. W. Oswald
Region _5_ Geologist: Vernal Moore

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 10, 1976

In reply refer to: 1041A.5

SUBJECT: Project Assessment
Hermiston Ditch (Old River Road) Bridge
Hermiston-Umatilla Highway
Umatilla County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 17, 1976, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. [illegible]
for G. L. Green

PROJECT MANAGEMENT
SEP 15 '76
REFER TO:
FOR
Info
Investigate
R/D
Action
File
Letter
See me

RECEIVED
STATE HWY ENGR
SEP 14 '76
REFER TO
Rulien
FOR
Info
Inves
R/D
D/R
Sign
Act
File

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY
3 PROJECT
Non-Major
RS-B571(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Hermiston Ditch (Old River Rd.) Bridge
Date August 12, 1976
Unit (if appl)
County Umatilla
City
Highway County Rd. #848 Hermiston-Umatilla
State Hwy. No.
Termini: M.P.(if appl) 150' east & west of Hermiston
Length
Region 5
Construction Estimate $72,000.00
Program Amount

B. Purpose of Project:

To replace obsolete bridge in order to provide a safe structure for the motoring public. This road carries considerable amounts of traffic, such as school buses, mail, commercial vehicles plus the normal commuter.

C. Origin & History of Project:

Need established by Umatilla County Board of Commissioners.

D. General Description of Project:

Proposed is a concrete bridge 40 ft. long with a 36 foot clear roadway. Also included is signing, approaches, guardrail, removal and disposal of old bridge, and placement of riprap.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2; Med. ____; Shldrs. X; Parking ____
Proposed: No. Lanes 2; Med. ____; Shldrs. X; Parking ____

Traffic: Existing Facility: Existing ADT 3000; Projected ADT ____; Yr. 1976
Existing Level of Service ____

Proposed Facility: Projected ADT not available; Yr. ____
Projected Level of Service ____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels________

Acres________; Type of Relocation Req.__________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Small amounts of riprap required.

Type of Structure(s):

The use of prestressed concrete slab span is anticipated.

Brief Description of River or Stream and Type of Involvement, if any:

Hermiston Ditch was constructed for irrigation purposes and carries irrigation water.

Local City, County or COG priorities of project:

Priority established by FAS-C Advisory Committee thru Umatilla County Board of Commissioners.

FHWA and/or OSHD approvals given, if any:

Transportation Commission approval 2-24-76.

Location or Design Alternatives (identify and describe):

Alternatives for the project are limited to a "no build" which would have this structure as hazardous to the motoring public as traffic in this part of the county is increasing at a rapid pace.

(Attach project sketch map.)

ENVIRONMENTAL ASSESSMENT

Environmental Setting of Project Area:

tural:

idge is located across the Hermiston Ditch approximately 1.3 miles north
Hermiston on the Old Umatilla River Road. Existing land use is residential,
mmercial and waste land.

ldlife found in the area include deer, rabbit, pheasant and also migrating
ter fowl in season.

ltural:

e site is residential and commercial, noise is minimal at present except
om vehicular traffic. Minimal increase in the noise level is expected
e to construction.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

Minimal temporary increase in noise levels is expected due to construction activities. Air quality should not be affected.

3. Estimated Impact on Land Use:
None

Consequences:

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N.A.

b. Noise Standards

This project determined to be unrelated to traffic noise increases; hence, no noise study report as per FHPM 7-7-3 will be required.

c. Water Quality Standards

N.A.

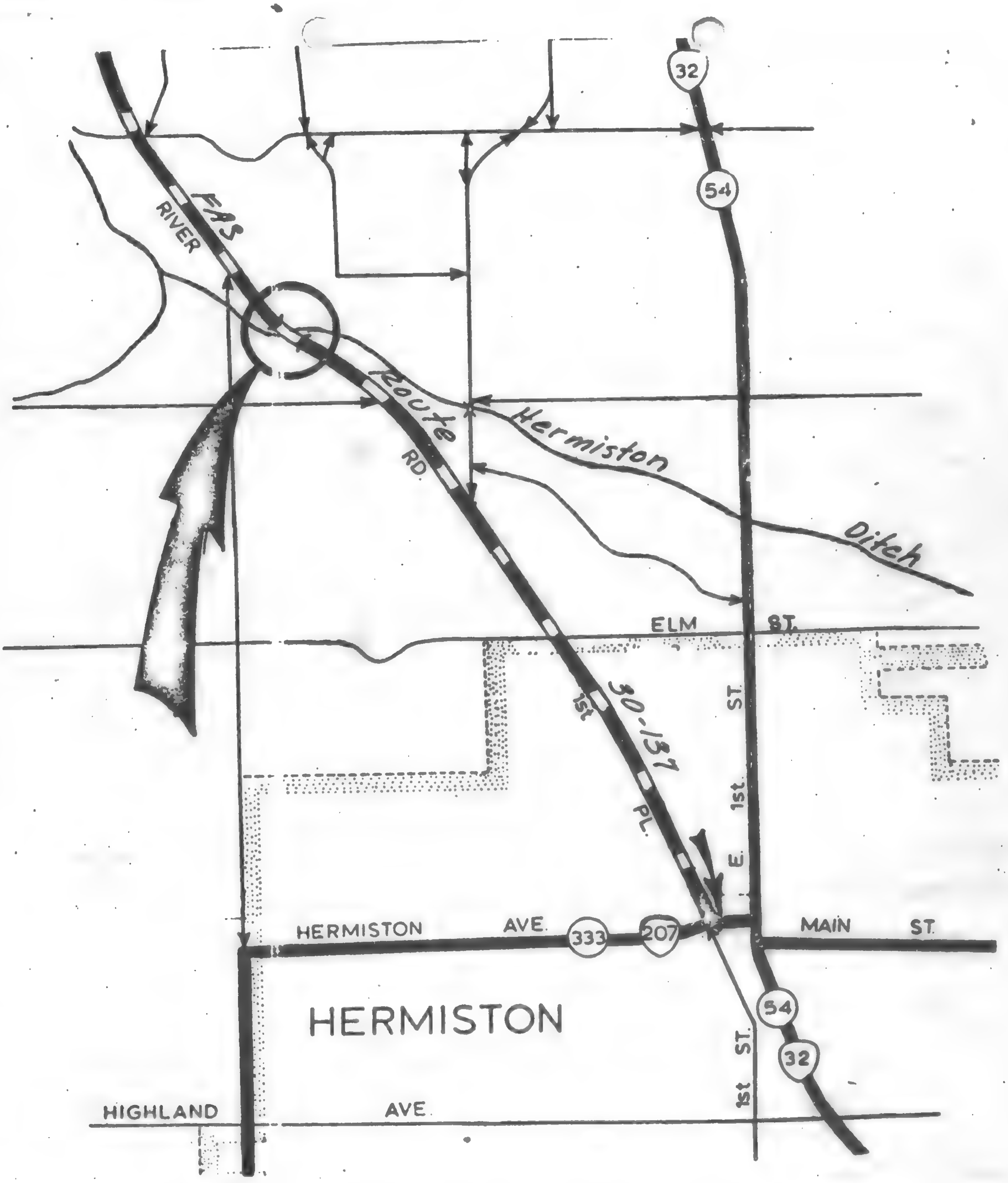
d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4



HERMISTON DITCH (OLD RIVER RD.) BR.

FAS ROUTE 30-137 UMATILLA COUNTY

3c18

7677

~~PRO 6-2~~

September 17, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. RS-8571(1)

We are submitting program data for one project, Item No. 118, Project No. RS-8571(1) "Brownell and Hermiston Ditch Bridges", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering at an estimated total cost of $16,900 with an obligation of $14,500 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $112,000 with an obligation of $96,096 in federal funds.

One copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

CL:re

Encl.

cc: W. E. Schwartz (Region 5)

PRO 6-2

September 17, 1976

TO Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-aid funding of the following Rural Secondary Project.

Item No.	Project No.	Section Name & PMRS No.
118	RS-8671(1)	Brownell and Hermiston Ditch Bridges #7606-2-420

CL:rm

Encl.
cc: G. L. Green, FHWA
D. E. Swan

NUMBER PROJECT TRANSACTION NO.

FORM PR-1
(REV. 4-61)

DATE SUBMITTED TO W. O.

FEDERAL-AI

9-17-76

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd., Approx. 1.3 & 4.75 mi. N. of Hermiston 21 65	**ADT**	PRESENT DHV 310 2,600 (66)	FUTURE 4,700 (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E., Two Bridges 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. (74)	

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME
	NAME OF URBAN AREA 17-31 --	ROUTE NO. S FEDERAL

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**			0.011	16,900	14,500
5					**ROW**					
5					**CONST** (CODE) X080		"Brownell and Hermiston Ditch Bridges"	0.011	112,000	96,096

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.011	128,900	110,596
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24)

*Old FAS 30-137

FEDERAL-AID PROGRAM DATA

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
miston 55	ADT	DHV 310 2,600	4,700 (66) (70)	96 (71) (72)	10	Oregon	41 (2) (3)	075 (4) (9)	118 (14) (18)

V AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	(70)	(71)	(72) (73)	(74) (75)	RS- 14 23	B571(1) 7	13	(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
		(14) (16)	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	B571* (32)	Co. Rd. (36)	(37) - (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
0.011	16,900	14,500	2,400		
					Utility adjust reg. incl. prep. work.
0.011	112,000	96,096	7,952	7,952 (Co)	ROW-60' normal; access control-none; Parking Restriction-None
0.011	128,900	110,596	10,352	7,952 (Co)	
	(16) (23)	(24) (32)			

REMARKS

*Old FAS 30-137

-over-

Brownell and Hermiston Ditch Bridges
Project No. RS-B571(1)

Existing Facility:
(1) Brownell Ditch Bridge #472, 20 foot RC bridge, HC 19.5 ft.
(2) Hermiston Ditch Bridge #348, 40 foot RC slab bridge, HC 19.5 ft.

Adjacent Sections: Approach roadways are 20-foot AC surface with 1-foot shoulders.

Project Data: Work under this project consists of the following:

1. Preliminary Engineering all phases.
2. (a) Remove existing Brownell Ditch Bridge, provide detour and construct on existingalignment a 20-foot reinforced concrete structure with a horizontal clearance of 40-feet. Grade and pave roadway approaches and furnish and install guardrail.
   (b) Remove existing Hermiston Ditch Bridge and construct on existing alignment a 60-foot reinforced concrete structure with a horizontal clearance of 40-feet. Grade and pave roadway approaches and furnish and install guardrail. Adjustment of utilities required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on May 4, 1976 (Brownell Ditch) and September 10, 1976 (Hermiston Ditch).

IM 50-1-70 Requirements:
(1) State Clearinghouse---(a) A-95 review letter of approval dated July 7, 1976 on Brownell Ditch Bridge; (b) Hermiston Ditch Bridge exempt from A-95 review under working agreement.
(2) District 12 Clearinghouse---(a) Notice of Intent on Brownell Ditch Bridge was sent to District 12 Clearinghouse on June 9, 1976 and since the notice has lain before the clearinghouse more than 30 days without action it is assumed no adverse review or comments will be received; (b) It is our opinion that A-95 review is not necessary for the replacement of the Hermiston Ditch Bridge as it will not affect decisions or other public work activities of concern to the clearinghouse agencies or result in significant alterations of land use or traffic flow
completed or underway.

FHPM 7-7-5 Requirements:

a) Public Hearings -----
b) Location/Design -----

Note: This project is i

HC 19.5 ft.
idge, HC

surface

he following:

vide detour
inforced
of 40-feet.
nd install

construct
rete structure
and pave
drail.

ts, Historical

curred in by
, 1976

approval dated
Ditch Bridge

t on Brownell
June 9, 1976
se more than
ew or comments
view is not
Bridge as it
ities of concern
nt alterations of

land use or traffic flow patterns which would require changes in planning completed or underway.

FHPM 7-7-5 Requirements:

a) Public Hearings ----- None required under Oregon Action Plan.
b) Location/Design ----- Not a factor in the development of this project.

Note: This project is in Congressional District No. 2.

fas B564 - Morrow Co
& B571 - Umatilla Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
September 13, 1976

RC Lang

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: J. R. Hagedorn
Resident Engineer

MCNARY

SUBJECT: Hermiston Ditch Br. Sec.
Old River Road
FAS B571 (Formerly 30-137)
Umatilla County

Alpine-Nelson Rd., Hwy. 207
Bombing Range Rd.
FAS B564 (Formerly 25-101)
Morrow County

Attached are Right-of-Way and Utility Certifications for the above projects on which you will be performing preliminary engineering.

As you will recall, no additional right-of-way was anticipated for the Hermiston Ditch Bridge; and Verne Allen will be obtaining the necessary right-of-way for Bombing Range Road in behalf of Morrow County.

When the right-of-way and utility questions have been cleared for each project, will you please present the certifications to the appropriate county court for execution.

It is hoped the Survey Authorizations will be here soon.

RCL/dlm
Attachments

cc: Verne Allen
Harlin Gerlach
R. H. Prange ✓

PROJECT MANAGEMENT
SEP 14 76
REFER TO:
FOR
Info
Investigate
R/D
Action
File
Letter
See me

RECEIVED
COUNTY & CITY SECTION
SEP 14 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☒ DPE ☐

8679

9

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 10, 1976

In reply refer to: 1041A.5

SUBJECT: Project Assessment
Hermiston Ditch (Old River Road) Bridge
Hermiston-Umatilla Highway
Umatilla County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 17, 1976, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H.
for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 14 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Noted

8679

8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Brownell Ditch (Old River Road) Bridge ; FAS-30-137 Umatilla County

DATE: 7/7/76

The state has reviewed your project and reached the following conclusions:

7/8/76
cc: H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins
B. L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald
Aeronautics Div.
Paul Hartwig

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7606 2 420

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

6-9-76

PNRS #2

.8679

9

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 9, 1976

TO
Executive Department
Federal Aid Coordination Unit

East Central Oregon Ass'n.
of Counties
116 South Main, Room 15
Pendleton, Oregon 97801

FROM
George N. Hopkins
Project Development Engineer

SUBJECT
Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 12
Brownell Ditch (Old River Rd.) Bridge
FAS-30-137
Umatilla County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be June 23, 1976.

Attachment

BLG:md

cc:
G. L. Green, FHWA
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald
Aeronautics Div.
Paul Hartwig

RECEIVED
STATE HWY ENGR
JUN 9 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45 — State Highway Division

46] DIVISION [79 — Department of Transportation

03 12] APPLICANT ADDRESS STREET [45 — State Highway Building

46] CITY [60 — Salem

76] ZIP [80 — 97310

04 12] CONTACT PERSON [45 — L. W. Rulien

46] AREA CODE [48 — 503

49] PHONE [55 — 378

56] EXTENSION [59 — 6563

01 12] PROJECT TITLE [71 — Brownell Ditch (Old River Rd.) Bridge District 12

11 12] PROJECT LOCATION—CITY — FAS-30-137

PROJECT LOCATION—COUNTY — Umatilla

PROJECT LOCATION [79 — SEC: ---- T: 5N R: 28E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, grading and paving of

06 12] approaches, structure and those incidental items to construct a concrete [71

07 12] bridge in replacing the existing facility. [71

08 12] (See Attachment) [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
28,080	---	3,960	3,960	---	36,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45

46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71 — Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45 — U.S. Department of Transportation

46] FEDERAL SUB-AGENCY NAME [79 — FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 9, 1976

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 June 43] DAY [44 23 45] YEAR [46 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 9, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

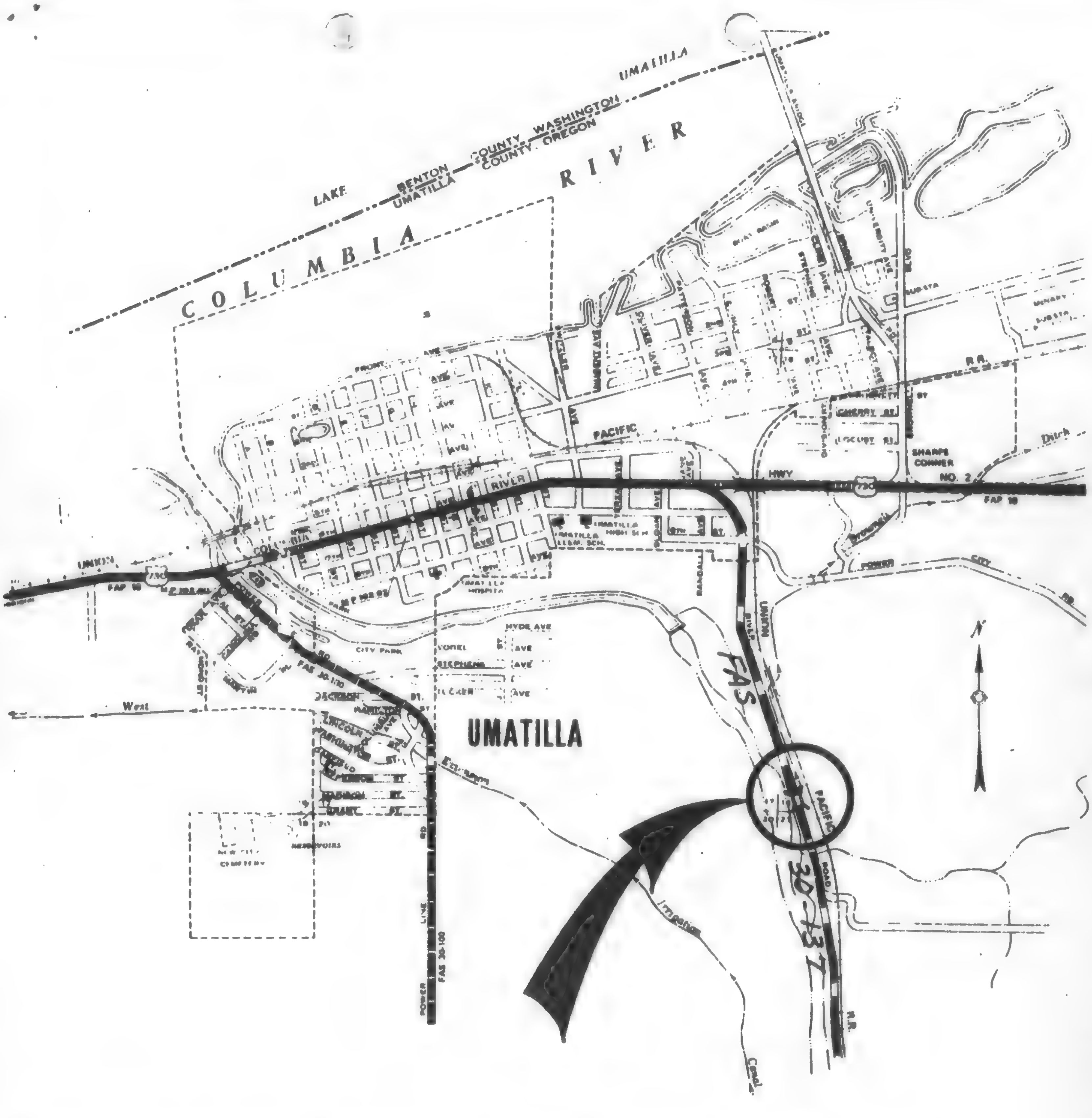
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This is a Federal-Aid Secondary (County) Project proposed by Umatilla County. Right-of-way or hearings will not be required.

(See Attachment)



BROWNELL DITCH (OLD RIVER RD.) BR.

FAS ROUTE 30-137 UMATILLA COUNTY

CATEGORY
3 PROJECT
non-major

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT RS-30-137(-)

Date April 22, 1976

A. PROJECT IDENTIFICATION

Name of Project Brownell Ditch (Old River Rd.) Bridge
(Section)

Location of Project - County Road #848 - Hermiston to Umatilla
(Highway Name) (Highway No., US - ORE)

(City) Umatilla (County) 5 (Region)

Program FAS-C (Funding) $36,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace obsolete bridge in order to provide a safe structure for the motoring public. This road carries considerable amounts of traffic, including school buses, mail, commercial vehicles plus the normal commuter traffic.

Origin and History: Need has been established by the FAS-C Advisory Committee thru the Umatilla County Board of Commissioners.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Approximately 20' x 36' Bridge plus approaches

Termini 150 feet east and west of Brownell Dtich

Alignment (new or existing) Existing

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) N.A.

Typical Section N.A.

Bikeway No consideration - uneconomical

Structures Approximately 20' x 36' concrete

Additional Facilities N.A.

Access Control N.A.

Materials Design to be established, anticipate prestressed concrete slab span.

Borrow and Waste Disposal N.A.

Special Construction Methods N.A.

Characteristics (ADT) 2,500 - 3,000 - All types of vehicles.

Other General Information (or Supplemental information to items) Brownell Ditch was constructed for irrigation purposes and only carries irrigation water.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternatives for the project are limited to a "no build" which would leave this structure as hazardous to the motoring public, as traffic in this part of the county is increasing at a rapid pace.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) No input to date, except that of FAS-C Committee, other input will be solicited when project is approved.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type______ Tentative Date(s)______

A-95 Review: ☐ Not Required ☒ Required

Date Submitted______ Date Received______

Expected Coordination with Local, State and Federal Agencies Full coordination with local, state and federal agencies is expected.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Full coordination with individuals, groups and organizations as necessary.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization
☐ Reconnaissance
☐ Field Location
☐ Office Location
☐ Field Prel. Design
☐ Office Prel. Design
☐ Final Design
☐ Contract Plans

FHWA

Status Date

☐ Systems Planning
☐ Prel. Engineering
☐ Corridor Approval
☐ Design Approval
☐ Plans, Specifications and Estimates Approval

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Bridge is located across the Brownell Ditch approximately 4.75 miles north of Hermiston on the Old Umatilla River Road. Local land use is residential, commercial and vacant land.

Wildlife found in the area include deer, rabbit, pheasant and also migrating water fowl in season.

Fishing is considerable in the Umatilla River adjacent to this road. Brownell Ditch is not utilized for fishing.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The site is residential and commercial, noise is minimal at present except from vehicular traffic. Air contamination is unlikely due to this project. Minimal increase in the noise level is expected due to construction.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

2. Estimated Changes in Traffic Patterns:

None

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

N.A.

b. Noise Standards

N.A.

c. Water Quality Standards

N.A.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

NVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________

fas-c

FORM 81-7.14-1030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
May 13, 1976

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Brownell Ditch (Old River Road) Br.
County Road 484
Umatilla County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald
Region 5 Geologist: Vernal Moore

APPROVED
E.S.H.
DEPUTY STATE HIGHWAY ENGINEER
Date 5-14-76

RECEIVED
MAY 13 1976

RECEIVED
COUNTY & CITY SECTION
MAY 13 1976
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ OE ☑ RE ☐ DPE ☐

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 4, 1976

In reply refer to: 1041A.5

SUBJECT: Oregon Project RS 30-137(-)
Brownell Ditch (Old River Road) Bridge
County Road 484
Umatilla County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's April 23 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Koppus
for G. L. Green

CC:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

PROJECT MANAGEMENT
MAY 12 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

BEN GIFFORD

RECEIVED
STATE HWY ENGR
MAY 11 '76
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

[illegible]
5-11-76

fas 30-137
Umatilla Co.
6514

LRW LAG 46 2-26-76 10.47 AM

BOB PRANGE
HAL REYNOLDSON
PROJECT MANAGEMNT SECTION

RE BROWNELL DITCH BRIDGE
HERMISTON DITCH BRIDGE
~~XXXXXXXXXXX~~ FAS 30-137

CARLOS VAN ELSBERG FEELS THE COUNTY SHOULD THINK BIG CONCERNING THE WIDTH OF STRUCTURES, ANTICIPATES THE ADT TO CONTINUE RISING. IF 36-FOOT WIDTH IS NOT ACCEPTABLE PLEASE REVISE APPLICATION TO 40 FEET.

R C LANG

CC J R HAGEDORN

JE¾4.

2

RECEIVED
COUNTY & CITY SECTION
FEB 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ ME
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

W. E. Schwartz -
Region 5

February 19, 1976

MEMO TO THE FILES

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE FEB 25 1976 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

FROM: D. N. Harwell
County-City Engineer

RE: Proposed Project on County Facilities
In the Hermiston and Umatilla Area
Umatilla County

I met with Carlos Van Elsberg, Umatilla County Roadmaster and Mr. Woody Starrett, Chairman of the Board of Commissioners. Two proposed structures over the irrigation canal lying on the old route of U.S. [redacted] between the City of Hermiston and the City of Umatilla, [redacted] need of replacement as the area is fastly building up as a residential and commercial area. The county will utilize FAS-C funds for these proposed structures with future road widening to be done at county expense, most likely, rather then federal-aid secondary funding.

We reviewed a safety project lying on the truck route in northwest Hermiston, on northwest 11th St. or N.W. Butter Creek Rd. This is adjacent to the gun club near Hermiston Butte. There is an apparent swale with an adverse vertical curve whereby sight distance is restricted to very minimal. This is estimated to cost approximately $40,000 to $50,000 and approximately a quarter of mile in length. The road bed would be 26 to 28 feet and possibility of guardrail. An irrigation facility would be handled by the county. I believe this improvement could all be done within the confines of the existing right-of-way.

Under approval

safety job J.R. Hagedorn performing P.E.

cy Hagedorn

Another FAS-C route [redacted] on the southerly edge of the City of Hermiston is approximately one mile in length and extends from Butter Creek Rd. easterly to U.S. 395-Ore. 32, the Umatilla-Stanfield Hwy. The proposed project would be to reconstruct the entire portion of W. Highland Ave. within the City of Hermiston, traverses the fairgrounds, various residential facilities, apartment houses, complexes, grade schools and some commercial buildup. The basic over all route has intermittant storm drains, sanitary sewers, certain sections have curbs and gutters, some other portions have nothing. So this would all be included in the project request. The City would probably participate in this as it is an existing county FAS-C route, within the City of Hermiston. On the extreme easterly end there is a crossing of the UPRR and a new proposed Payless Shopping Complex of approximately 10 to 15 acres in the southest quadrant of the intersection of Highland and 395. A project on this within the next few months may be forthcoming.

cc Oswald
sh
cy Don Harwell

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COUNTY & CITY SECTION
FEB 27 1976
☑ ENGR. ☐ COOR. ☑ CE ☒ ~~AE~~ ■ UE
☒ UPE ☒ CE ☐ RE ☒ RPE ☐

I might also mention, for the record, that Umatilla County is proposing a road district in the Hermiston area or the western part of the County bounded by the Morrow-Umatilla County line on the west, the Columbia River on the north, I-80N on the south with the easterly boundary to be determined. They feel the need and desire for a road district in this immediate area very soon due to the extreme buildup of commercial, potato processing, cattle processing and other new industries.

DNH:dp

cc: W. E. Schwartz ✓

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 17, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

Attached are tabulations and maps describing and locating six proposed Federal Aid Secondary projects--one each in Klamath, Morrow, Union and Washington Counties and two in Umatilla County.

The project in Klamath County is for preliminary engineering on the Highway 97-Washburn Way Section of the South Side Bypass, FAS 959. The FAS funds required for the preliminary engineering for this section are estimated to be approximately $350,000 ($38,500 of which will be the cost to the State).

Morrow County's request is for widening and improving the Alpine-Nelson Road--Highway 207 Section of the Bombing Range Road, FAS 25-101. FAS funds required for this project are estimated to be approximately $410,000 ($4,510 of which will be the State's cost).

The first project requested by Umatilla County is a bridge over Brownell Ditch on the Old River Road, FAS 30-137. The FAS funds required for this project are estimated to be approximately $36,000 ($3,960 of which will be the cost to the State).

The other project requested by Umatilla County is also for a bridge over Hermiston Ditch on the Old River Road, FAS 30-137. FAS funds required for this project are estimated to be approximately $72,000 ($7,920 of which will be the cost to the State).

The project requested by Union County is for a bridge over Catherine Creek on Godley Lane, FAS 31-124. The FAS funds required for this structure are estimated to be approximately $94,000 ($10,340 of which will be the cost to the State).

Washington County's request is for a bridge over McKay Creek on West Union Road, FAS 960. The FAS funds required for this project are estimated to be approximately $200,000 ($22,000 of which will be the cost to the State).

These requests will be on the agenda for the February 24 meeting and I recommend your approval.

Att.

bc: C. W. Head
R. L. Schroeder
L. W. Rulien
Carl Williams
Jack Graham
George M. Baldwin
H. S. Coulter
Don Harwell
W. E. Schwartz
E. S. Hunter
V. E. Skoog
Ed Hardt
George Bell

HR:mm srb

PROPOSED FISCAL YEARS 1975 AND 1976
COUNTY FAS PROJECTS

County	FAS	Section and Description	Programmed Amount	State's Share (rounded)
Klamath	959	Hwy. 97-Washburn Way Section South Side By-Pass, P.E.	$350,000	$39,000
Morrow	25-101	Alpine-Nelson Rd.-Hwy. 207 Section	410,000	45,000
Umatilla	30-137	Brownell Ditch (Old River Rd.) Br.	36,000	4,000
Umatilla	30-137	Hermiston Ditch (Old River Rd.) Br.	72,000	8,000
Union	31-124	Catherine Creek (Godley Lane) Br.	94,000	10,000
Washington	960	McKay Creek (West Union Rd.) Br.	200,000	22,000
		TOTAL	$1,162,000	$128,000

76-b
2/10/76

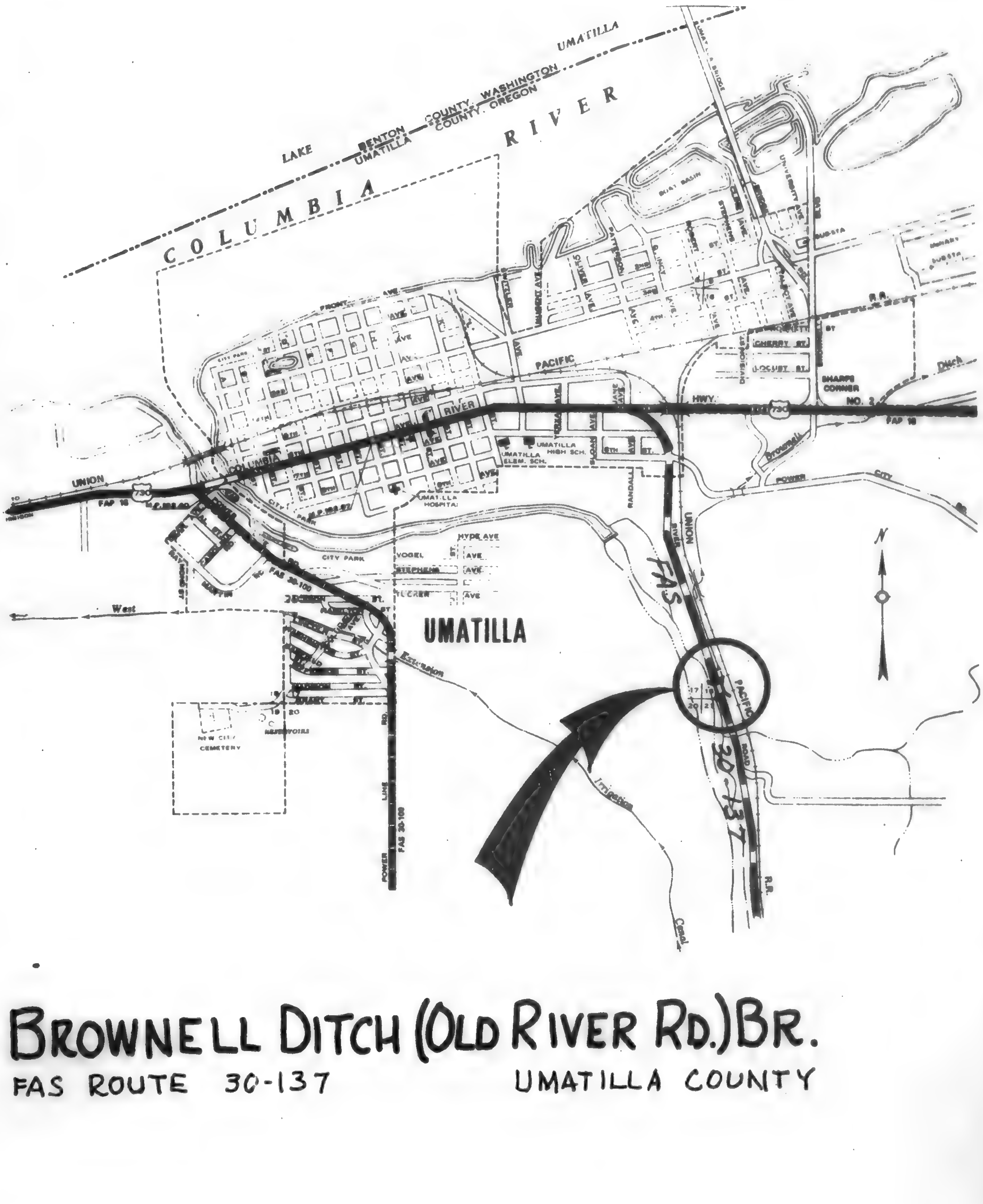
UMATILLA COUNTY
Proposed FAS-C Projects

FAS 30-137
Brownell Ditch (Old River Road) Bridge
Bridge Reconstruction
$36,000

Construct a concrete bridge 20 feet long with a 36-foot clear roadway. No sidewalks. Contractor will replace structures, sign project outside work area, construct approaches, install guardrail, remove and dispose of existing bridge and place riprap. County will do striping. No additional right-of-way required. Contractor will construct and maintain detour.

State will make survey and award the contract.

76-b
2/10/76



BROWNELL DITCH (OLD RIVER RD.) BR.

FAS ROUTE 30-137 UMATILLA COUNTY

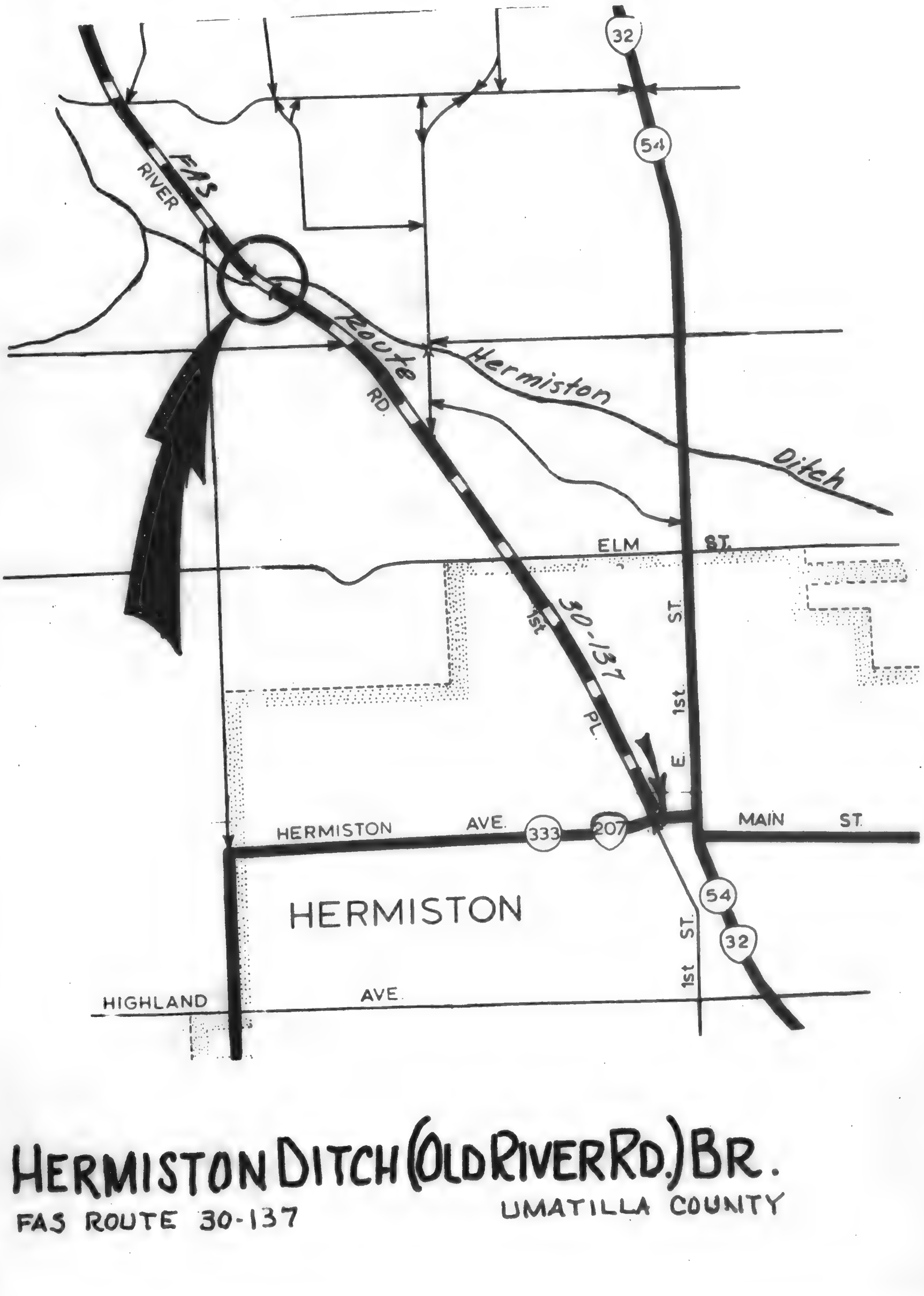
UMATILLA COUNTY
Proposed FAS-C Project

FAS 30-137
Hermiston Ditch (Old River Road) Bridge
Bridge Reconstruction
$72,000

Construct a concrete bridge 40 feet long with a 36-foot clear roadway. No sidewalks. Contractor will replace structures, sign project outside work area, construct approaches, install guardrail, remove and dispose of existing bridge, place riprap. County will do striping. No additional right-of-way required. Road will be closed during construction (no detour)

State will do permanent signing, make survey and award the contract.

76-b
2/10/76



HERMISTON DITCH (OLD RIVER RD.) BR.

FAS ROUTE 30-137

UMATILLA COUNTY

Form E-39 (Rev. 9-71)

FAS 30-137
Umatilla Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Brownell & Hermiston Ditch Bridges

Date January 30, 1976

Highway FAS-C ~~30-137~~ B571

Authorization No. 1

County Umatilla

Survey Prefix 530-1929 (Assigned by Salem office)

Description of termini, route, length, etc.:

About 4.75 miles north of Hermiston on FAS Route 30-137, River Road at Brownell Ditch Crossing.

About 1.3 miles north of Hermiston on FAS Rt. 30-137, at the USRS Drain Ditch Crossing.

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Purpose of survey:

To prepare plans and specifications for construction of a 36' wide replacement bridge over the Brownell Ditch.

Estimate of cost:

Field	901	5,900
Plans	905	500
Bridge	906	5,000
Hydraulics	918	1,000
Proj. Mgt.	920	100
Specifications	921	500
Foundation Expl.	926	3,000

RS-B571(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$16,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
R C Lang
Field Engineer
R. C. Lang, Regional Federal Aid Engineer

Recommended for Approval:
Frank E. Pappin
Location Engineer

Recommended for Approval:
Dale D Allen
Regional Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

SP*23604-734

[illegible]
E. AUTH. 10-14-76
[illegible] FHWA DATE

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 26, 1976

A. PROJECT IDENTIFICATION

Name of Project Bridge replacement 1.3 miles North of Hermiston.
(Section)

Location of Project - County Road # 848 Hermiston - Umatilla
(Highway Name) (Highway No., US - ORE)

(City), Umatilla (County) (Region)

Program F.A.S. - C (Funding) $72,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace obsolete bridge in order to provide a safe structure for the motoring public. This road carries enormous amounts of traffic, such as schools buses, mail, commercial vehicles plus the normal commuter.

Origin and History: Need has been established by the F.A.S. -C Advisory Committee thru the Umatilla County Board of Commissioners.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 40' x 36' Bridge plus approaches

Termini 150 feet East & West of ~~[illegible]~~ Hermiston Ditch.

Alignment (new or existing) Existing

Hermiston Ditch (Old River Rd) Br.

	[illegible]	[illegible]
ADT	[illegible]	[illegible]
DHV	310	320

To Potter 2/10/76

To Transp. Comm 2/24/76

Form (2)9-74

Description of Project (cont.

Right-of-Way (acreage and type of land use) N.A.

Typical Section N. A.

Bikeway No consideration - uneconomical

Structures 40' x 36' concrete

Additional Facilities N. A.

Access Control N. A.

Materials Design to be established, anticipate prestressed concrete slab span.

Borrow and Waste Disposal N. A.

Special Construction Methods N. A.

Characteristics (ADT) 2,500 - 3,000 - all types of vehicles

Other General Information (or Supplemental information to items)

None

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternatives for the project are limited to a "no build" which would have this structure as hazardous to the motoring public as traffic in this part of the county is increasing at a rapid pace.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) No imput to date, except that of F.A.S. - C Committee, other imput will be solicited when project is approved.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type__________ Tentative Date(s)__________

A-95 Review: ☐ Not Required ☒ Required

Date Submitted__________ Date Received__________

Expected Coordination with Local, State and Federal Agencies Full coordination with local, state and federal agencies is expected.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Full coordination with individuals, groups and organizations should an E.I.S. be required.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization
☐ Reconnaissance
☐ Field Location
☐ Office Location
☐ Field Prel. Design
☐ Office Prel. Design
☐ Final Design
☐ Contract Plans

FHWA

Status Date

☐ Systems Planning
☐ Prel. Engineering
☐ Corridor Approval
☐ Design Approval
☐ Plans, Specifications and Estimates Approval

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Bridge is located across the U.S.R.S. Ditch approximately 1.3 miles North of Hermiston on the Old Umatilla River Road. Existing land use is residential, commercial and waste land.

Wildlife found in the area include deer, rabbit, pheasant and also migrating water fowl in season.

Fishing is considerable in the Umatilla River adjacent to this road.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The site is residential and commercial, noise is minimual at present except from vehicular traffic. Air contamination is unlikely due to this project. Minimual increase in the noise level is expected due to construction.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

2. Estimated Changes in Traffic Patterns:

None

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

N. A.

b. Noise Standards

N. A.

c. Water Quality Standards

N. A.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☐ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ______________________

Umatilla Co.
FAS 30-137
Hermiston Ditch

Rev. 10/29/75

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Umatilla FAS No. 30-137 Date January 26, 1976
County Road Name Old River Road - Hermiston to Umatilla
Section Name Hermiston Ditch (old River Rd.) Br.
Type of Project Bridge Reconstruction
Location of Project (Attach sketch map) 1.3 Miles North of Hermiston
ADT 2,500 - 3,000 Design Speed ______

Is this request for county bridge design only? Yes ______ No ______
county FAS bridge design? Yes X No ______
Will County hire consultant for this project? Yes ______ No ______

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ______
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width ______

2. Shoulders: Type ______
(AC, Pug Cold Mix, Oil Mat)
Width Each Side ______ Total Top Width ______

3. Grading and Drainage:
By County ______ County Date of Completion ______ By Contract ______

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract ______
Has base design been given to County? Yes ______ No ______
Will it be furnished? Yes ______ No ______

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract ______

6. Binder Course:
By County ______ County Date of Completion ______ By Contract ______

7. Traveled Surface and Shoulders:
By County ______ County Date of Completion ______ By Contract ______

8. Clearing:
By County ______ County Date of Completion ______ By Contract ______

9. Curbs:
Curbs Required? Yes ______ No ______
Type Desired ______
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ______

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10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No__X___
If answer is No, which of the following applies?
Contrary to public safety________Cost excessive to need or use___X____
Sparse population______X_________Area exempt from bike law____________
What is desired width of trail or walkway______________________________ft.
What type of surface treatment is desired________________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?_______________________
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_X____ No______

12. Will replacement be by: County____________________ Contract______X____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No_X____

14. Will County adjust structure to additional width? Yes______ No_X____

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No______

17. Does County wish sight posts installed? Yes______ No______

18. Does County wish State to permanently stripe project? Yes______ No_X____

19. Will County do striping? Yes_X____ No______

20. Does County wish guardrail installed? Yes______ No______
By County_______________ Contractor_______________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No______
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_X____ No______

23. Can through traffic be detoured? Yes_X____ No______

24. Must new detour be constructed? Yes______ No_X____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction? Yes_____ No X

28. Will Contractor sign project outside work area during construction? Yes X No_____

29. Should contract provide for permanent signing? Yes X No_____

30. Should State do permanent signing? Yes X No_____

31. Will traffic signals be required? Yes_____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

33. Existing facility - Total top width 23.5
Travelway width and surface 19.5, A.C.
Shoulder width and surface 1.0, Gravel

Remarks re Section I: Existing Structure skewed approximately 63°

II. BRIDGE PROJECT DATA

1. Name of river or stream ~~U.S.R.S. Drainage~~ Hermiston Ditch

2. Name of bridge None

3a. Dimensions of existing bridge. Length 40' Roadway Width 19'5" Type Concrete
b. Dimensions of existing approaches. Type A.C. Width 20' Shoulders 1'

4. Type of design and material used in existing bridge. R.C. Slab abutments on bed rock.

5. Location (please attach map with location marked): SW¼, NW¼
Section 3 Township 4N Range 28E W.M.

6. Desired width of proposed bridge 36 Feet Approx. length 40 Feet
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No__X__
Upstream________ Downstream________ Width________

8. Does County wish a particular type of bridge design? Yes__X__ No______
Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)______Concrete______

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No__X__
Explain________________________________

10. Foundation Testing: By County? Yes______ No__X__
By State? Yes__X__ No______

11. Will County close road during construction? Yes__X__ No______

12. Can presently established road be used as detour? Yes______ No__X__

13. Must a new detour be constructed? Yes______ No__X__

14. Will detour be constructed & maintained by County: Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction? Yes______ No__X__

17. Will Contractor sign project outside work area during construction? Yes__X__ No______

18. Approaches or Connections: By County? Yes______ No__X__
By Contractor? Yes__X__ No______
Traveled surface: Type__A.C.__ Width__24 Feet__
Shoulder surface: Type__Gravel__ Width__4 Feet__
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes__X__ No______

N.W. quadrant distance from structure________
N.E. quadrant distance from structure__90 Feet__
S.W. quadrant distance from structure________
S.E. quadrant distance from structure________

20. Guardrail: Desired on approaches or connections: Yes__X__ No______
By County____________ Contractor____X________
Right side only? Yes______ No______
Both sides? Yes__X__ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes______ No__X__
Use for detour? Yes______ No__X__
Removed by County? Yes______ No__X__
Removed by Contractor? Yes__X__ No______
Salvaged by Contractor for County? Yes______ No__X__
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes______ No__X__
By Contractor? Yes__X__ No______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes______ No__X__ Size__________
Company____________________________________
b. Sanitary sewer mains: Yes______ No__X__ Size__________
Company____________________________________
c. Storm sewer: Yes______ No__X__ Size__________
Company____________________________________
d. Gas mains: Yes______ No__X__ Size__________
Company____________________________________
e. Power lines: Yes______ No__X__ Size__________
Company____________________________________
f. Telephone lines: Yes__X__ No______ Size__________
Company______Underground Cable______
g. Other Utilities:____________________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes__X__ No______

25. Does County wish lightpost bases and conduit installed? Yes______ No__X__

26. Does County wish complete job of illumination in project? Yes______ No__X__

27. Is project contingent upon other factors? (Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.) Yes______ No__X__

If yes, explain: ______________________________

28. Existing roadway on either side of bridge:
N or E Side - Travelway surface and width A.C., 20.0
Shoulder surface and width Gravel, 1.0
S or W Side - Travelway surface and width A. C., 20.0
Shoulder surface and width Gravel, 1.0

Remarks re Section II: ______________________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes X No ___
By Consultant? Yes ___ No X
By County? Yes ___ No X
(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ___ No X

3. Construction plans and specifications to be prepared:
By State? Yes X No ___
By Consultant? Yes ___ No X
By County? Yes ___ No X

4. Does County desire center line to be permanently monumented as part of project? Yes ___ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ___ No X
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: ______________________________

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60 Minimum ______

2. Is any additional right of way needed? Yes ______ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes ______ No ______

4. Should State negotiate and acquire right of way in behalf of County? Yes ______ No ______

5. Should State prepare options? Yes ______ No ______

6. Should material source site be included in right-of-way descriptions? Yes ______ No ______

7. Is there any merchantable timber on right of way? Yes ______ No X

8. Will timber be reserved for owner? Yes ______ No ______
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ______ No ______

10. Is a hearing necessary? Yes ______ No ______
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes X No ______
If yes, give type and name of utility company: Pacific Northwest Bell

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No ______
If yes, give type and name of utility company: Pacific Northwest Bell

13. Are utilities on existing right of way by permit X or by franchise ______
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes X No ______
If yes, give name of irrigation company or district U.S.R.S. Drain Ditch
and dates between which water can be turned off: From ______
To ______

15. Are there any railroad crossings? Yes ______ No X

16. Name of Railroad______________________________

17. Number of tracks: Mainline__________ Siding__________ Total__________

18. Sight Distance:____________________(Left) ____________________(Right)

19. Number of Trains: Passenger________________ Speed________________
Freight________________ Speed________________

20. Angle of Intersection:______________________________

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing____

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop Signs______
Crossbucks________________ Automatic bell__________ Gates__________

23. Proposed Protection:______________________________
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:______________________________

26. Traffic Control Signing:
To be part of project? Yes__X__ No______
By County? Yes______ No__X__
By State at County expense? Yes__X__ No______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes______ No__X__
By County? Yes______ No______
By State at County expense? Yes______ No______

28. Does County wish State to prepare P.U.C. hearing date? Yes______ No______

29. Will P.U.C. application be made by State__________ or County__________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes______ No__X__

Remarks re Section IV:______________________________
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel________________ Quarry________________ Cinders________________
2. Owner: County__________ State__________ Private__________ Other__________
3. Location:________ Section________ Township________ Range________ W.M.
4. If County lease, what are royalty payments?________________________
5. Materials furnished by County: Borrow__________ Select Topping__________
   Base Course________ Level Course________ Mineral Aggregates__________
   Location____
   Miscellaneous Items____

Remarks re Section V:____

VI. FINANCIAL DATA

1. Estimated Cost: $ 72,000.00
2. Available FAS Funds $________________
3. Does County wish advancement of future Federal funds? Yes______ No X
   Amount________________________________
4. Date match money is available Immediate
5. Will there be any 100% County money? Yes______ No X
6. Maximum amount of 100% County money available: $________________
7. Date County request letting: as soon as possible.

Remarks re Section VI:____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ______________ Office
2. Environmental ______________ Office
3. Public Hearing ______________ Office

Remarks re Section VII: ______________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By E. K. Stonett
County Judge or Comm. Chairman

By Barbara Lynch
County Commissioner

By Raymond Bevans
County Commissioner

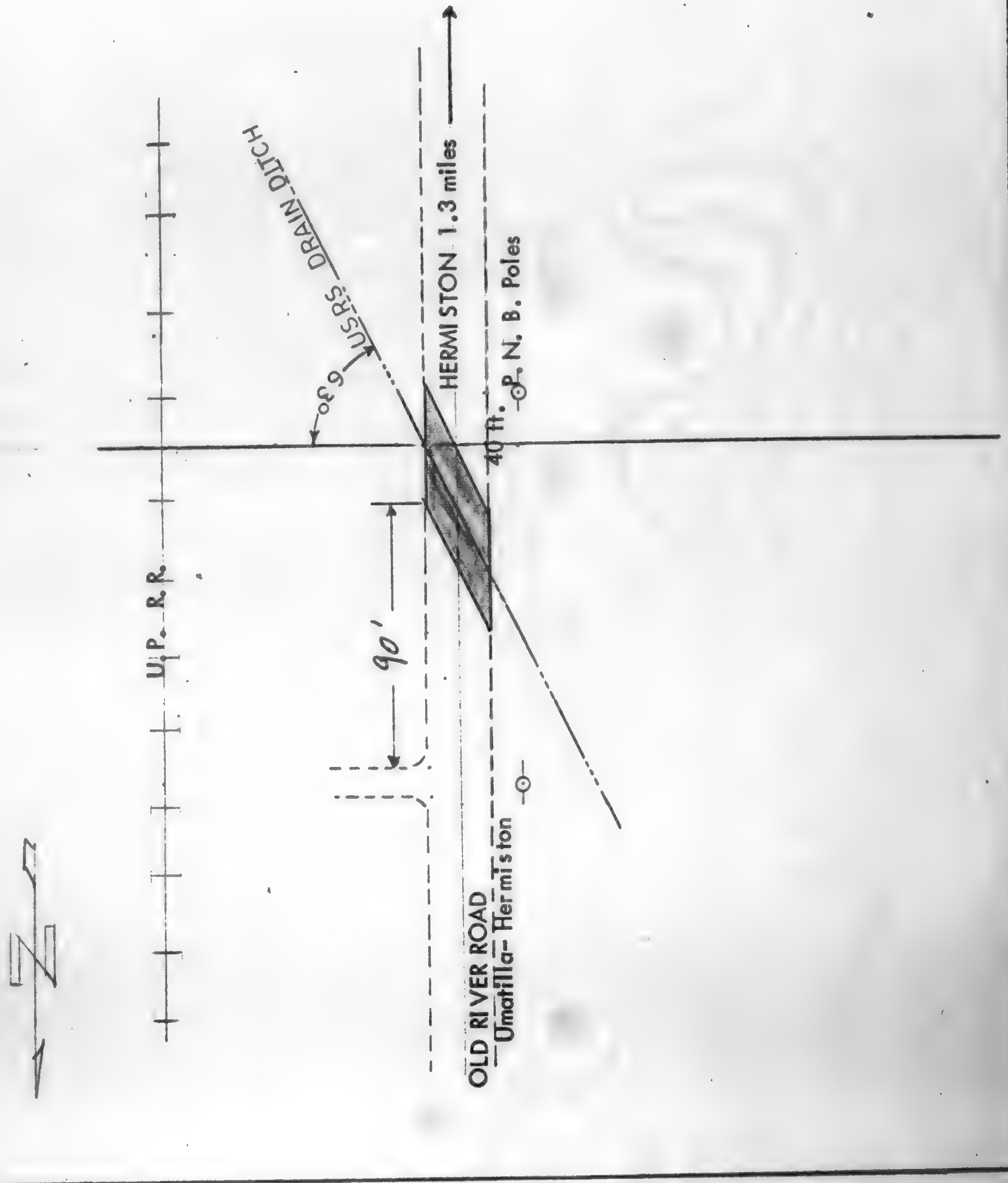
By Carlos Von Elsberg
County Engineer of Roadmaster

County Umatilla

Date 1-27-76

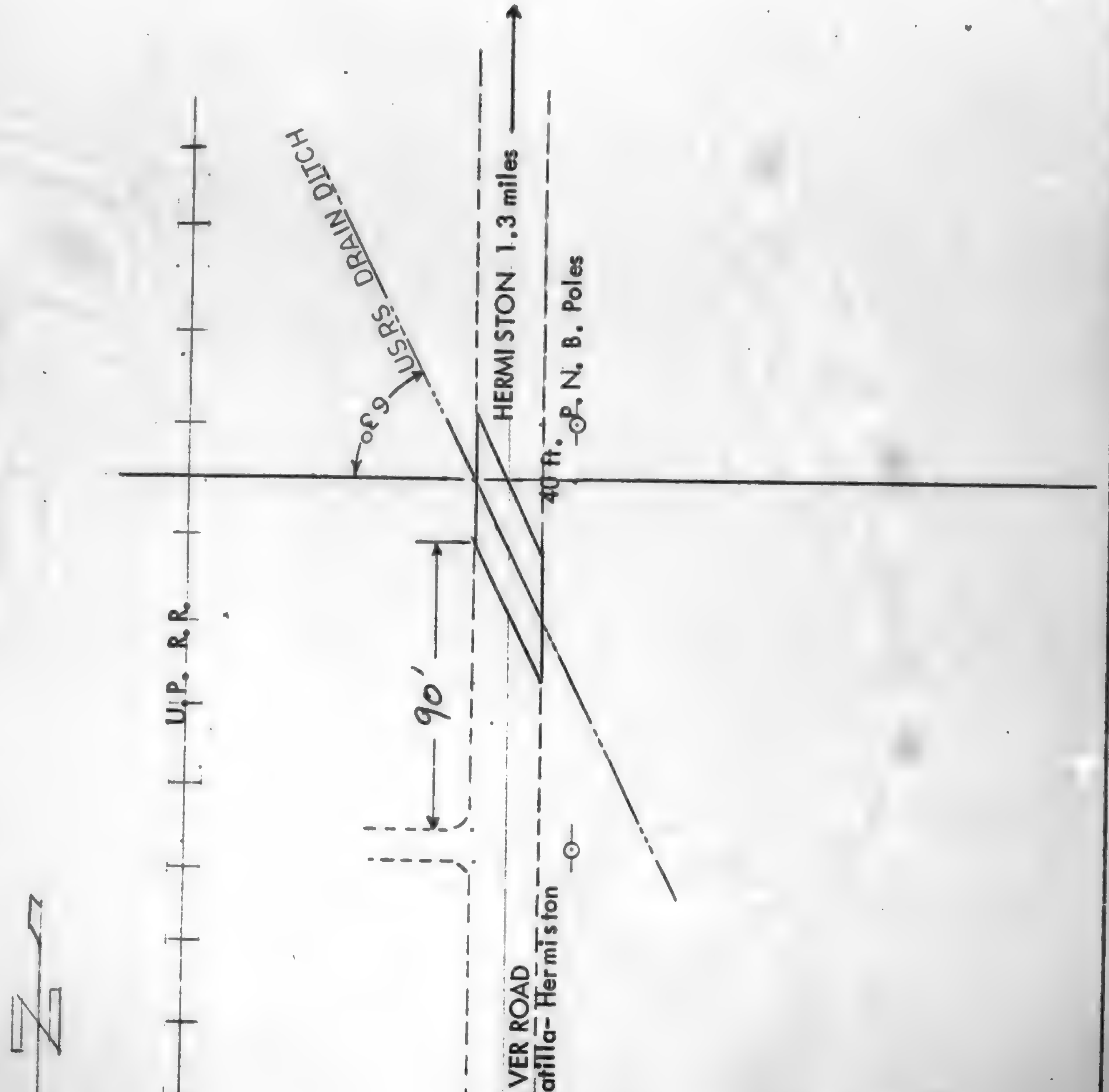
BRIDGE SITE LOCATED IN SEC. 3
T. 4 N., R. 28 E. W. M.
Bridge 22 ft. Wide, 40 ft. Long 19.5 ft. travel lane

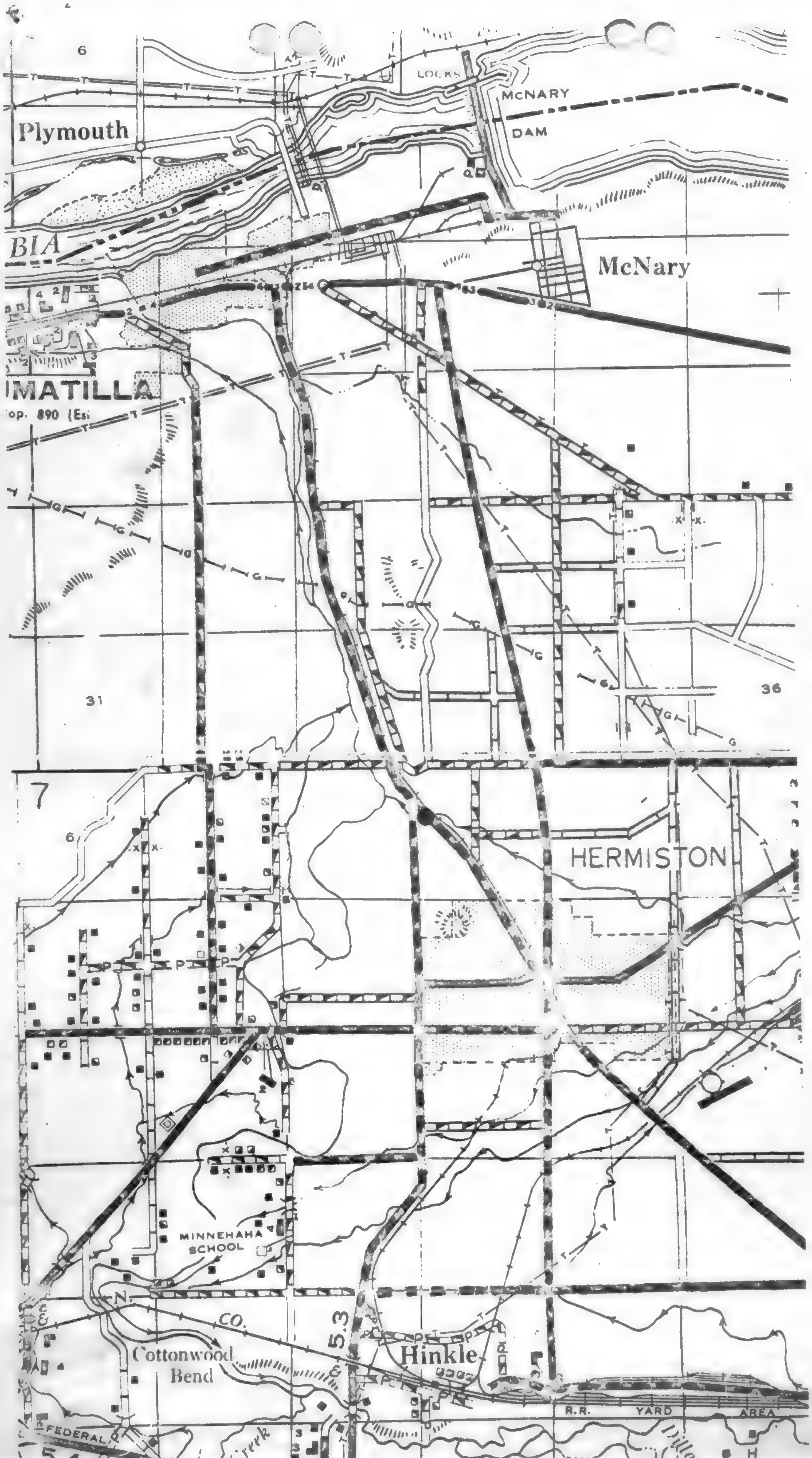
SCALE: 1" = 50'



BRIDGE SITE LOCATED IN SEC. 3
T. 4 N., R. 28 E. W. M.
Bridge 22 ft. Wide, 40 ft. Long 19.5 ft. travel lane

SCALE: 1" = 50'

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McNARY
DAM
Plymouth
BIA
McNary
UMATILLA
Pop. 890 (Est)
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36
7
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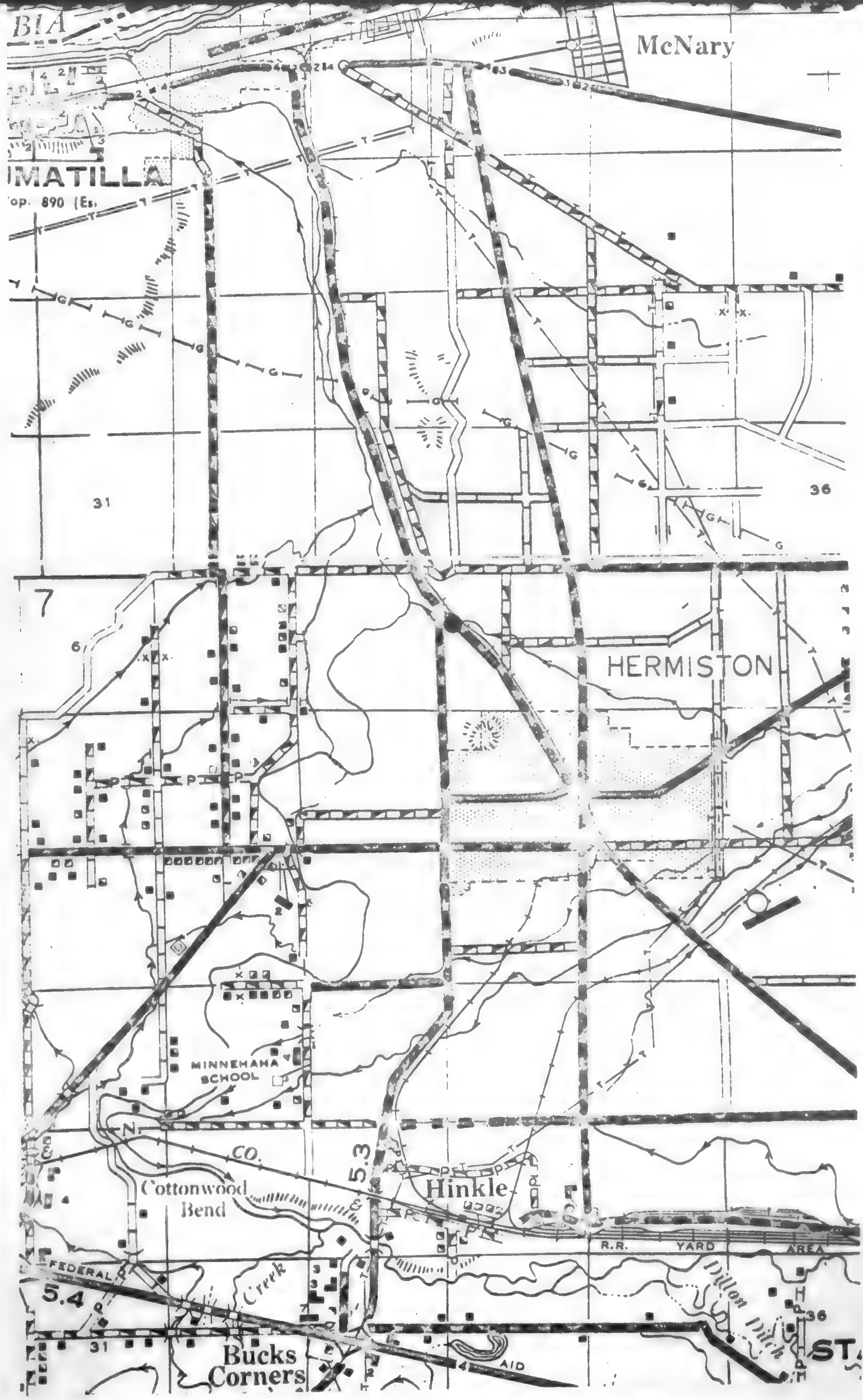
HERMISTON
MINNEHAHA
SCHOOL
CO.
5.3
Cottonwood
Bend
Hinkle
R.R. YARD AREA
FEDERAL
5.4
Creek
Dillon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Cottonwood Bend
Hinkle
R.R. YARD AREA
Creek
Dillon Ditch
5.4
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AID
31
36
Bucks Corners
ST

Umatilla Co.
FAS 30-137

Rev. 10/29/75

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Umatilla FAS No. 30-137 Date January 26, 1976
County Road Name Old River Road - Hermiston to Umatilla
Section Name (Brownell Ditch (Old River Rd.) Br.)
Type of Project Bridge Reconstruction
Location of Project (Attach sketch map) 4.75 Miles North of Hermiston
ADT 2,500 - 3,000 Design Speed ____

Is this request for county bridge design only? Yes ____ No ____
county FAS bridge design? Yes X No ____
Will County hire consultant for this project? Yes ____ No ____

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width ____

2. Shoulders: Type ____
(AC, Pug Cold Mix, Oil Mat)
Width Each Side ____ Total Top Width ____

3. Grading and Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface and Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired ____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
JAN 29 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

App'd
2/24/76

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No___X___
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use___X___
Sparse population_____X_________ Area exempt from bike law___________
What is desired width of trail or walkway______________________________ft.
What type of surface treatment is desired_______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?______________________
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes___X___ No______

12. Will replacement be by: County____________________ Contract____X______
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No___X___

14. Will County adjust structure to additional width? Yes______ No___X___

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No______

17. Does County wish sight posts installed? Yes______ No______

18. Does County wish State to permanently stripe project? Yes______ No___X___

19. Will County do striping? Yes___X___ No______

20. Does County wish guardrail installed? Yes______ No______
By County_______________ Contractor_______________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No______
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No___X___

23. Can through traffic be detoured? Yes______ No___X___

24. Must new detour be constructed? Yes___X___ No______

25. Will detour be constructed and maintained by County? Yes ______ No __X__

26. Will detour be constructed & maintained by Contractor? Yes __X__ No ______

27. Will County sign project outside work area during construction? Yes ______ No __X__

28. Will Contractor sign project outside work area during construction? Yes __X__ No ______

29. Should contract provide for permanent signing? Yes ______ No __X__

30. Should State do permanent signing? Yes ______ No __X__

31. Will traffic signals be required? Yes ______ No __X__
If yes, give location and type desired ______

32. Is project contingent upon other factors? Yes ______ No __X__
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain ______

33. Existing facility - Total top width __23.5__
Travelway width and surface __19.5__, __A. C.__
Shoulder width and surface __1.0__, __Gravel__

Remarks re Section I: __Existing Structure Skewed Approximately 45°.__

II. BRIDGE PROJECT DATA

1. Name of river or stream __Brownell Ditch__

2. Name of bridge __None__

3a. Dimensions of existing bridge. Length __20__ Roadway Width __19.5__ Type __Concrete__
b. Dimensions of existing approaches. Type __A.C.__ Width __20__ Shoulders __1 Foot__

4. Type of design and material used in existing bridge. __Concrete__

5. Location (please attach map with location marked): __S W ¼, S W ¼__
Section __16__ Township __5 N__ Range __28 E__ W.M.

6. Desired width of proposed bridge __36__ Approx. length __20__
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

40
See Teletype
2/26/76

7. Are sidewalks desired? Yes____ No X
Upstream____ Downstream____ Width____

8. Does County wish a particular type of bridge design? Yes X No____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes____ No X
Explain____

10. Foundation Testing: By County? Yes____ No X
By State? Yes X No____

11. Will County close road during construction? Yes____ No X

12. Can presently established road be used as detour? Yes____ No X

13. Must a new detour be constructed? Yes X No____

14. Will detour be constructed & maintained by County: Yes____ No X

15. Will detour be constructed & maintained by Contractor? Yes X No____

16. Will County sign project outside work area during construction? Yes____ No X

17. Will Contractor sign project outside work area during construction? Yes X No____

18. Approaches or Connections: By County? Yes____ No X
By Contractor? Yes X No____
Traveled surface: Type A. C. Width 24
Shoulder surface: Type Gravel Width 4
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes X No____

N.W. quadrant distance from structure____
[✓ N.E.] quadrant distance from structure 20
S.W. quadrant distance from structure____
S.E. quadrant distance from structure____

20. Guardrail: Desired on approaches or connections: Yes X No ______
By County ______________ Contractor X
Right side only? Yes ______ No ______
Both sides? Yes X No ______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes ______ No X
Use for detour? Yes ______ No X
Removed by County? Yes ______ No X
Removed by Contractor? Yes X No ______
Salvaged by Contractor for County? Yes ______ No X
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes ______ No X
By Contractor? Yes X No ______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes ______ No X Size ______
Company ______________
b. Sanitary sewer mains: Yes ______ No X Size ______
Company ______________
c. Storm sewer: Yes ______ No X Size ______
Company ______________
d. Gas mains: Yes ______ No X Size ______
Company ______________
e. Power lines: Yes ______ No X Size ______
Company ______________
f. Telephone lines: Yes X No ______ Size ______
Company Pacific Northwest Bell
g. Other Utilities: ______________

24. Does County wish provisions made for future utility attachment to structure? Yes X No ______

25. Does County wish lightpost bases and conduit installed? Yes ______ No X

26. Does County wish complete job of illumination in project? Yes ______ No X

27. Is project contingent upon other factors? Yes ______ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ___

28. Existing roadway on either side of bridge:
[✓ N] or E Side - Travelway surface and width A. C., 20
Shoulder surface and width Gravel, 1.0
S or W Side - Travelway surface and width A. C., 20
Shoulder surface and width Gravel, 1.0

Remarks re Section II: ___

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No ___
   By Consultant? Yes ___ No X
   By County? Yes ___ No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ___ No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No ___
   By Consultant? Yes ___ No X
   By County? Yes ___ No X

4. Does County desire center line to be permanently monumented as part of project? Yes ___ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ___ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: ___

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60 Minimum ________

2. Is any additional right of way needed? Yes _____ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes _____ No x

4. Should State negotiate and acquire right of way in behalf of County? Yes X No _____

5. Should State prepare options? Yes X No _____

6. Should material source site be included in right-of-way descriptions? Yes _____ No _____

7. Is there any merchantable timber on right of way? Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No _____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No _____

10. Is a hearing necessary? Yes _____ No _____
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes _____ No X
If yes, give type and name of utility company: ____________________

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No _____
If yes, give type and name of utility company:
Pacific Northwest Bell (Underground Cable)

13. Are utilities on existing right of way by permit X or by franchise _____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes X No _____
If yes, give name of irrigation company or district
Brownell Ditch
and dates between which water can be turned off: From ______________
To ______________

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad ____

17. Number of tracks: Mainline __________ Siding __________ Total __________

18. Sight Distance: ____________________ (Left) ____________________ (Right)

19. Number of Trains: Passenger ________________ Speed ________________
Freight ________________ Speed ________________

20. Angle of Intersection: ____

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs ______ Automatic flashing ______ Stop Signs ______
Crossbucks ______________ Automatic bell __________ Gates __________

23. Proposed Protection: ____
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes ______ No ______

25. Will railroad crossing be altered: Yes ______ No ______
If yes, specify: ____

26. Traffic Control Signing:
To be part of project? Yes __X__ No ______
By County? Yes ______ No __X__
By State at County expense? Yes __X__ No ______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ______ No __X__
By County? Yes __X__ No ______
By State at County expense? Yes ______ No __X__

28. Does County wish State to prepare P.U.C. hearing date? Yes ______ No ______

29. Will P.U.C. application be made by State __________ or County __________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No __X__

Remarks re Section IV: ____
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel________________ Quarry________________ Cinders________________
2. Owner: County__________ State__________ Private__________ Other__________

3. Location:_________ Section_________ Township_________ Range__________W.M.

4. If County lease, what are royalty payments?________________________________

5. Materials furnished by County: Borrow__________ Select Topping__________
   Base Course_________ Level Course_________ Mineral Aggregates__________
   Location____
   Miscellaneous Items____

Remarks re Section V:____

____

____

____

VI. FINANCIAL DATA

1. Estimated Cost: $ 36,000.00

2. Available FAS Funds $________________

3. Does County wish advancement of future Federal funds? Yes______ No X
   Amount______________________________

4. Date match money is available Immediate

5. Will there be any 100% County money? Yes______ No X

6. Maximum amount of 100% County money available: $____________________

7. Date County request letting: as soon as possible.

Remarks re Section VI:____

____

____

____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ____________ Office
2. Environmental ____________ Office
3. Public Hearing ____________ Office

Remarks re Section VII: ____________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By E. K. Starrett
County Judge or Comm. Chairman

By Barbara Lynch
County Commissioner

By Raymond Bevans
County Commissioner

By Carlos Van Elsberg
County Engineer of Roadmaster

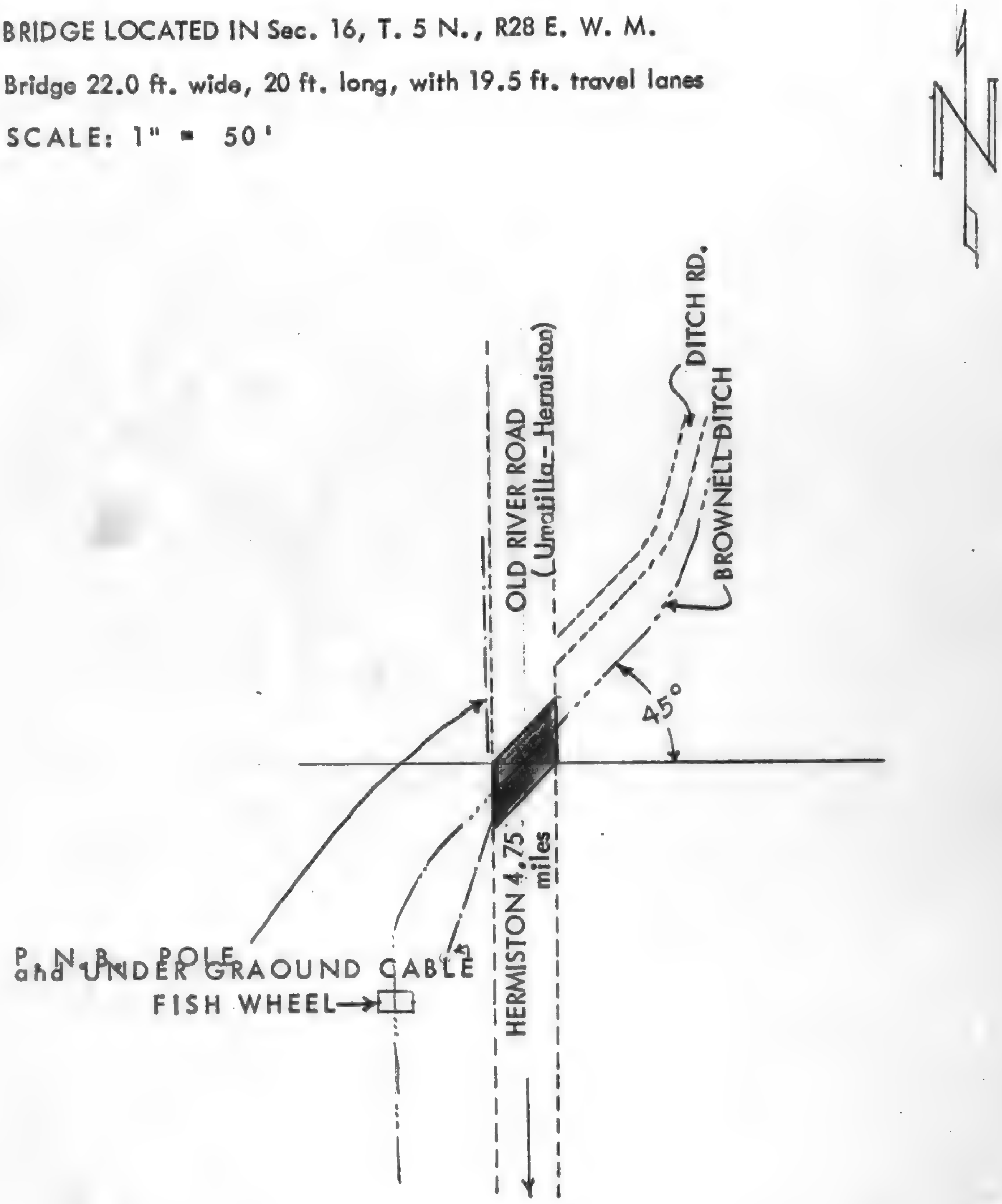
County Umatilla

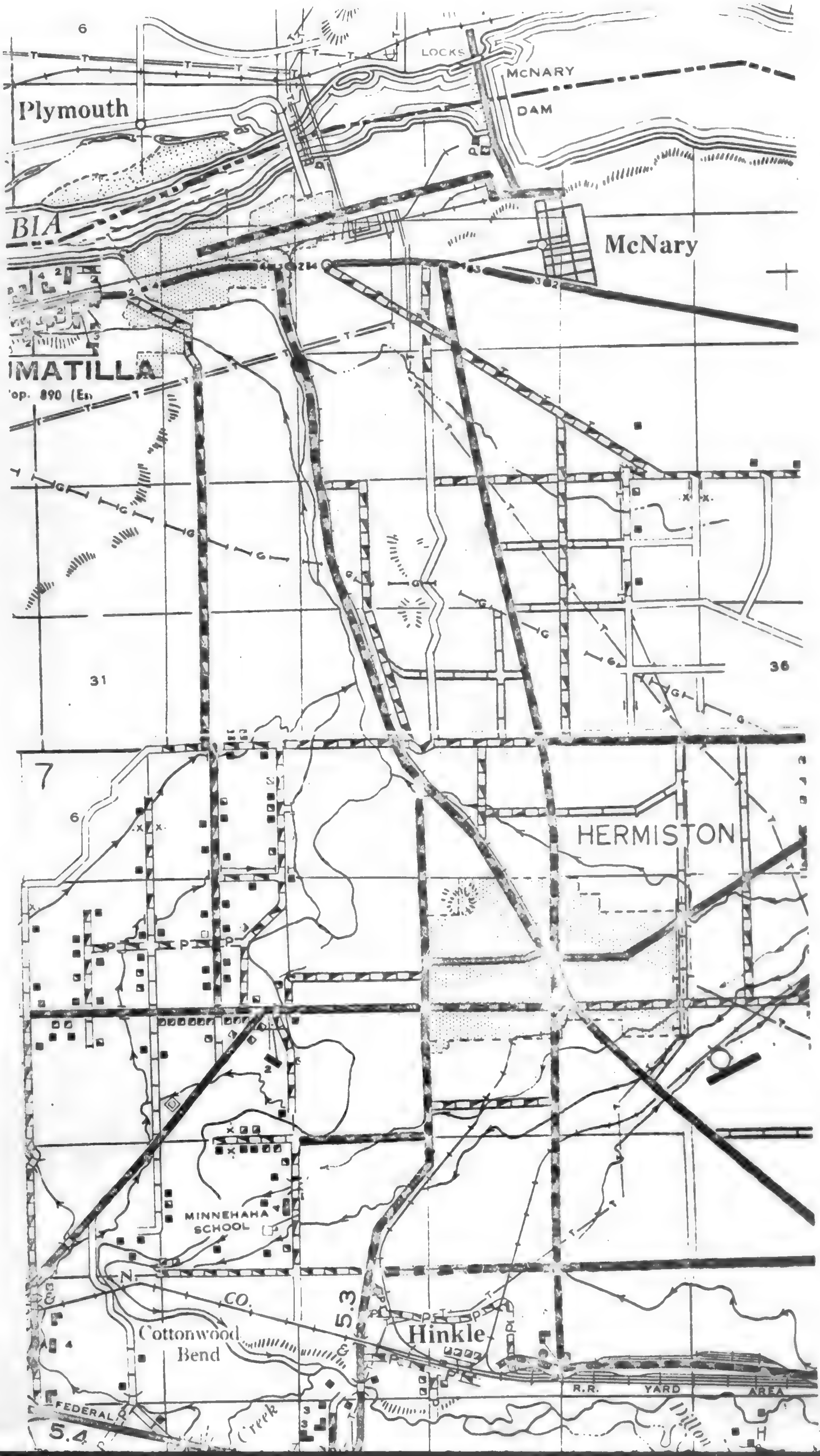
Date 1-27-76

BRIDGE LOCATED IN Sec. 16, T. 5 N., R28 E. W. M.

Bridge 22.0 ft. wide, 20 ft. long, with 19.5 ft. travel lanes

SCALE: 1" = 50'

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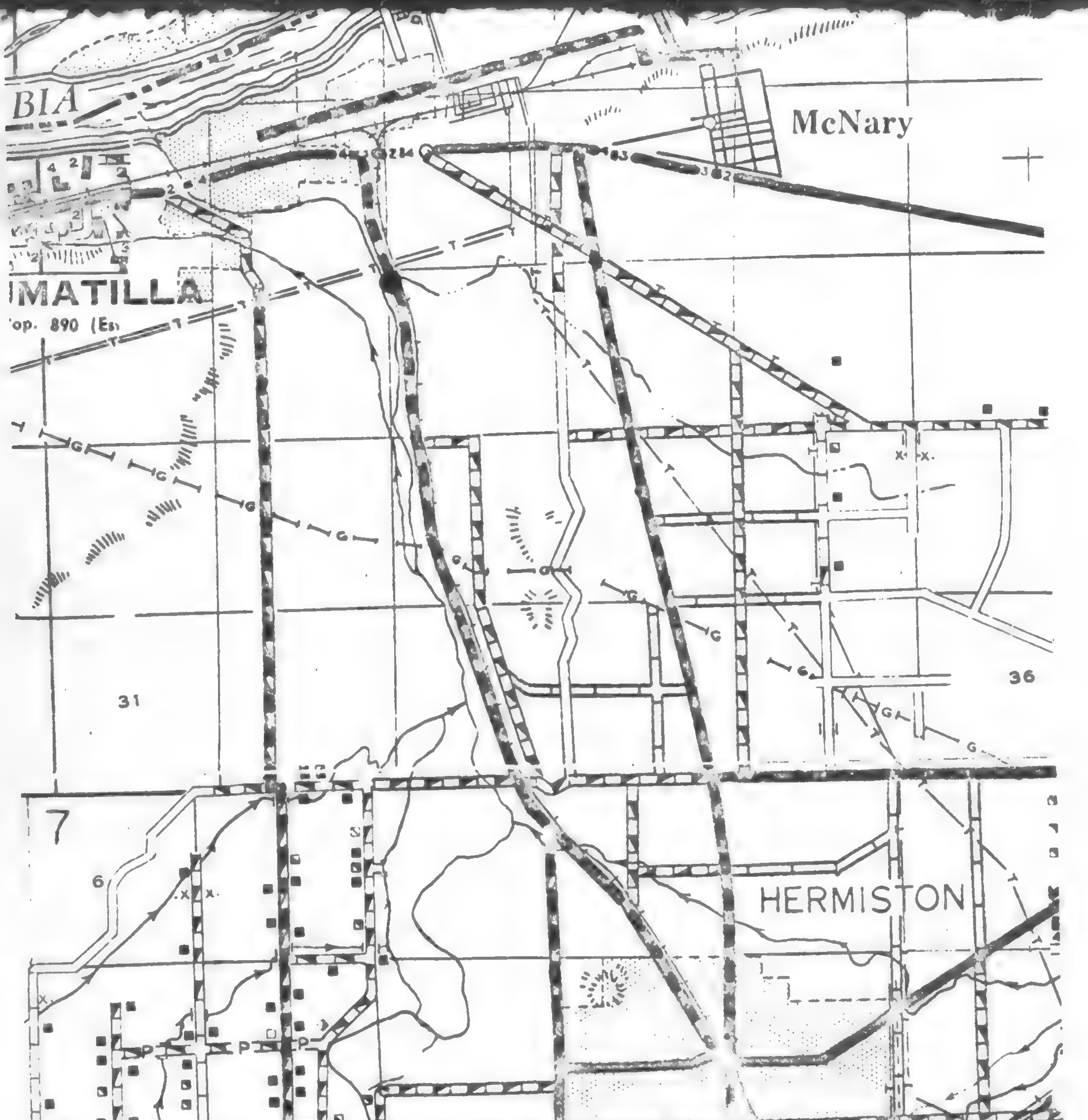
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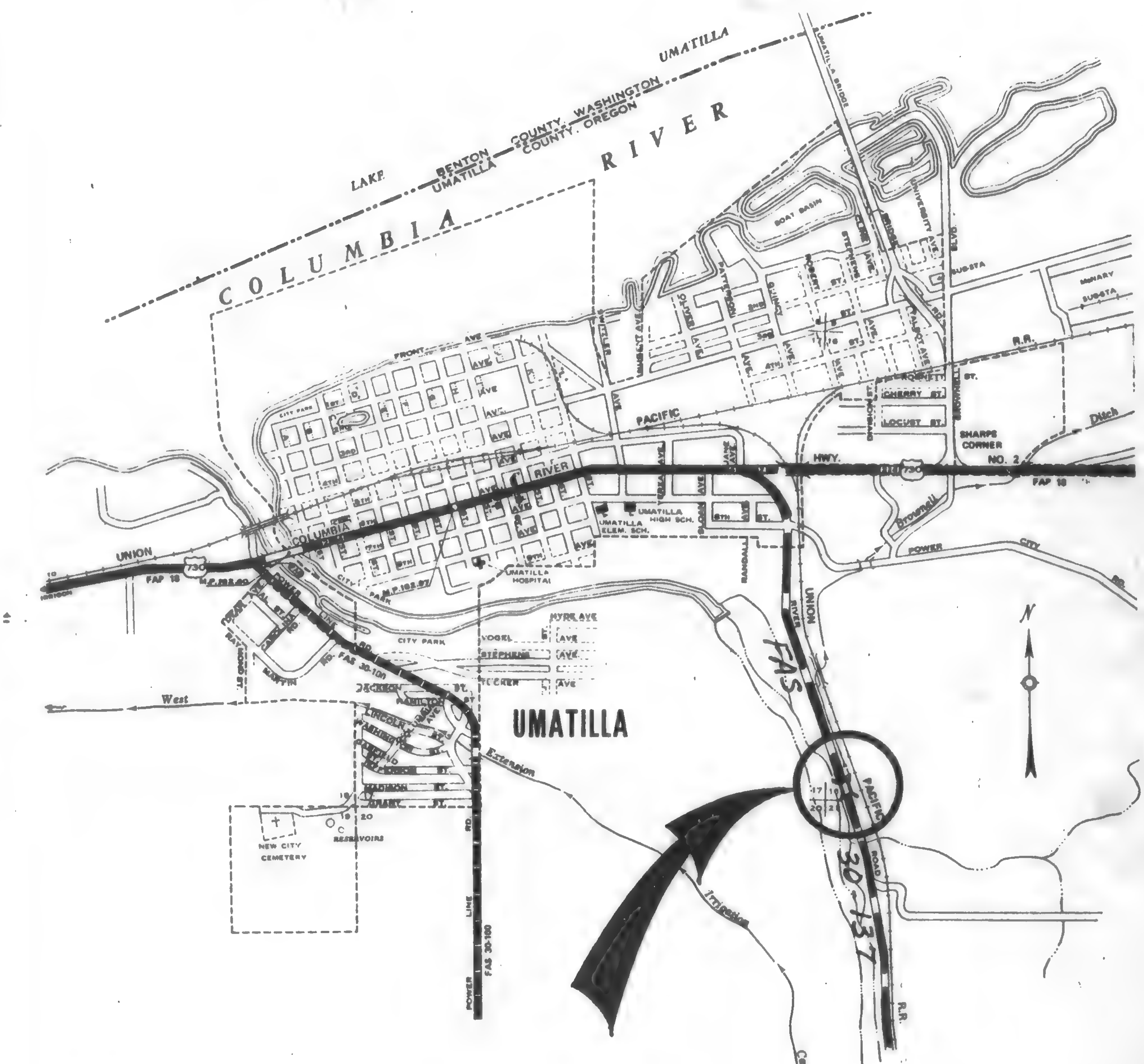


BROWNELL DITCH (OLD RIVER RD.) BR.

FAS ROUTE 30-137 UMATILLA COUNTY

1978 Elm Ave.-E. Highland Ave. 8680
(Hermiston) Sec. of Umatilla-
Stanfield Hwy. (Gr., pave & sig)

C&Q 6206 7-25-77, 3-17-78
C&Q 6161 8-5-77

RR 964- 9-5-79

7680

STATE OF OREGON

INTEROFFICE MEMO

TRA 7-6

Highway - Traffic

TO: MEMO TO FILE

DATE: June 12, 1981

FROM: John I. Irwin
Assistant Signal Engineer

SUBJECT: Signal Revision
Elm Avenue-Highland Avenue (Hermiston)

The question has been raised regarding the construction of sidewalks as part of this project.

This project is for revision of existing signal operation. The work involved is entirely electrical in nature.

Sidewalk ramps are included in signal projects when related construction is involved. They are not included in this project because only electrical work is being done.

JII:ds

cc: Lyle Watson

REFERRED TO
____ Beard ____ Stoudenmeyer ____
____ Cole ____ 1 Mann NEM
____ Erikson ____ Watson ____
____ Hager ____ Dorn ____ Lau ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

Tom Sl
UPM
/ob

1 Versteeg Doc
____ Anderson ____
2 Christensen LW
____ Olson ____
3 Sullivan JWS
____ Terpin ____
____ Trout ____
____ Wakarlig ____

RECEI
JUN 1 7 1981
ROAD DESIGN
SECTION

54

OCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

12-26-80

1 - IDENTIFICATION

PROJECT NAME
Elm Avenue-Highland Avenue (Hermiston) Traffic Signals

HIGHWAY NAME
Umatilla-Stanfield

HIGHWAY NUMBER
54

REGION 5	ADMINISTRATIVE DISTRICT 12	COUNTY Umatilla	CITY Hermiston

LENGTH 1.04 — MILEPOST NUMBER 4.83 TO 5.87 — ☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO — IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II, High Hazard

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Revise the signals at the intersections of Elm, Jennie, Orchard and Highland with the Umatilla-Stanfield Highway for a 3-phase system (separate left-turn phases). ~~Revise the signals at Gladys and Main with the highway for a left turn phase with a refuge.~~

1 Versteeg ✓
2 Anderson
Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
JAN 0 9 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1979 - 15,800 - 11,700

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☒	☐	☐
PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH)
*

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

* To be determined.

APPROVED
Frank E. Terpin
Location Engineer
Date 12/26/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXIST NUMBER AND WIDTH	POSED NUMBER AND WIDTH
TRAVEL LANES	4 - 12 ft.	4 - 10 to 12 ft.
SHOULDERS	2 - 2 to 3 ft.	2 - 0 to 3 ft.
MEDIANS	1 - 4 to 14 ft.	1 - 12 to 14 ft.
PARKING LANES	0	0
SIDEWALKS	2 - 5 ft.	2 - 5 ft.
BIKEWAYS	0	0
INTERCHANGES	0	0
OTHER:	-	-

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone and Power

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	10/81 (Region)	 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

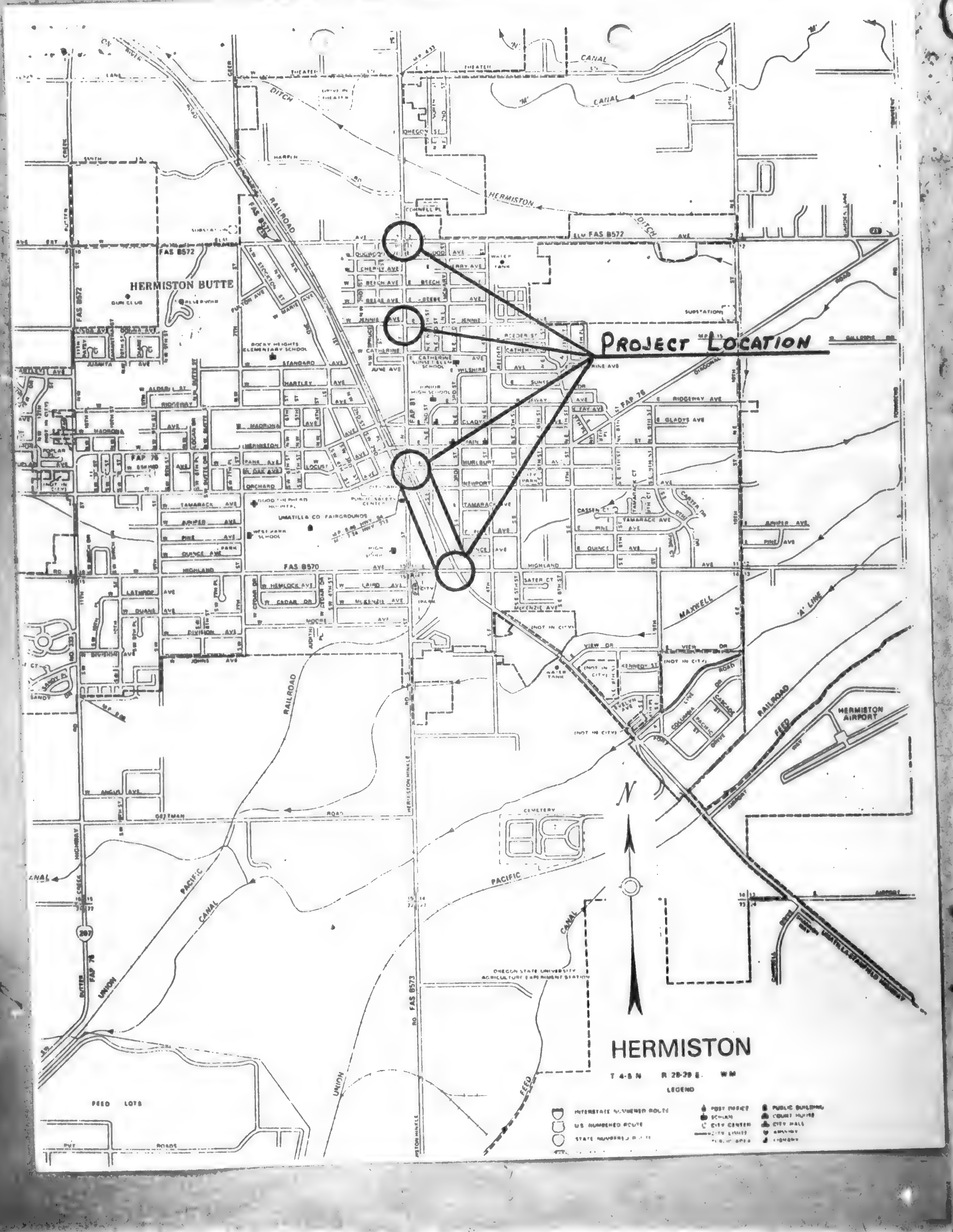
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	5,300	8.000
RIGHT OF WAY		
TRAFFIC CONTROL	28.000	35.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		$43.000

SUBMITTED BY ______________________


PROJECT LOCATION
HERMISTON BUTTE
HERMISTON AIRPORT
RAILROAD
UNION PACIFIC
CANAL
'N' CANAL
HERMISTON DITCH
'A' LINE
FEED
MAXWELL
FAS B572
FAS B570
FAS B573
FAP 76
FAP 81
ELM
ELM FAS B572
HERMISTON HINKLE
ROCKY HEIGHTS ELEMENTARY SCHOOL
JUNIOR HIGH SCHOOL
SUNSET ELEM SCHOOL
UMATILLA CO FAIRGROUNDS
WEST PARK SCHOOL
HIGH SCHOOL
PUBLIC SAFETY CENTER
GOOD SHEPHERD HOSPITAL
CEMETERY
WATER TANK
SUBSTATION
OREGON STATE UNIVERSITY AGRICULTURE EXPERIMENT STATION
FEED LOTS
DRIVE IN THEATER
HIGHLAND
ORCHARD
TAMARACK AVE
PINE
QUINCE AVE
JUNIPER AVE
HURLBURT
NEWPORT
GLADYS AVE
RIDGEWAY AVE
HARTLEY AVE
STANDARD AVE
CATHERINE
JENNIE
BEEBE AVE
BEECH AVE
CHERRY AVE
DOGWOOD AVE
MADRONA
LOCUST
DIVISION AVE
DUANE AVE
LATHROP AVE
CEDAR DR
HEMLOCK AVE
McKENZIE AVE
LAIRD AVE
MOORE
VIEW DR
KENNEDY ST
(NOT IN CITY)
ANGUS AVE
OTTMAN ROAD
CONNELL PL
HARPER RD
THEATER LANE
N
HERMISTON
T 4-5 N R 28-29 E. WM
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY

8680

U.S. GOVERNMENT PRINTING OFFICE: 1974—732

nig

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 4-17-80	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. TQF-81(1)
COMPLETION DATE 3-22-79	ACCEPTANCE DATE BY CONTRACT AGENCY 12-13-79	TIME ELAPSED 381/250=152 %	CONTRACT TIME 250 cal days
APPROVED EXTENSIONS 131 cal days	LOCATION City of Hermiston, Umatilla County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ELM AVENUE - EAST HIGHLAND AVENUE (HERMISTON)
UMATILLA - STANFIELD HIGHWAY
Grade, Pave, and Signals

This project provided for adjustment and/or installation of traffic signals. Also included was some grading and paving work sufficient to provide a left-turn lane at Elm Avenue.

A final inspection of the project was made on July 23, 1979, at which time several minor items of work remained to be completed. This work has since been accomplished.

All participating work has been completed.

The final amount of the original contract items was $186,608.47. The original contract amount was $203,390.62. The final cost of the project, including all changes and engineering was $221,711.20.

RECEIVED
STATE HWY ENGR
APR 21 '80
REFER TO Keasey
FOR

4-21
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4-17-80	TITLE Field Operations Engineer	DATE 4/18/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

ELECTRICAL CONTRACTING

January 9, 1980

W. C. Ferguson, Resident Engineer
Oregon State Highway Department
P. O. Box 459
Pendleton, Oregon 97801

RE: Oregon State Highway Department #8680
Hermiston Traffic Signals
Elm Avenue-East Highland Avenue

We note in the final contract payment voucher dated December 12, 1979, that there is an error in the list of price agreement items. The $573.00 credit originally submitted as price agreement #1 is still being deleted.

As you will recall, when price agreement #3 ($2040.00) was finally approved, it deleted the $573.00 credit in price agreement #1 (copy attached). Will you please contact the Contract Payment section in Salem so this correction can be made in the payment schedule.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/jb

Encl.

1-11-80
cc Jim Kerin

cc: C.W. Head
Oregon State Highway Department
Transportation Bldg.
Salem, Oregon 97310

RECEIVED
JAN 10 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

8680

December 19, 1979

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WN 98121

COM 5
Contract No. 8680

Gentlemen:

Contract No. 8680 awarded to Hamilton Electric, Inc. for work on the Elm Avenue-East Highland Avenue (Hermiston) Section of the Umatilla-Stanfield Highway in Umatilla County was completed on March 22, 1979, and accepted by the State Highway Engineer on December 13, 1979.

Final payment in the amount of $20,432.92 will be released to the contractor after December 24, 1979. The total contract amount is $189,442.96, including $571.49 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dmc

cc: Hamilton Electric, Inc.
232 W. 5th
Eugene, OR 97401

Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. W. Skoog Attn: Dick Hacek
W. E. Schwartz

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENG
DEC 14 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

DATE: December 3, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQF-81(1) (2nd Request)

Contract 8680, Work Completed March 22, 1979

Project Elm Ave.-E. Highland Ave. (Hermiston)

Highway Umatilla-Stanfield

County Umatilla

The repairs to the controller and the minor electrical adjustments required prior to your acceptance have been completed. We therefore again request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 12-7-79

for G. K. [illegible]
G. L. Green
Division Administrator

RDC:mk

cc: ~~H. S. Coulter~~
✓C. T. Keasey
W. E. Schwartz
R. D. Church

RECEIVED
DEC 13 1979
CONSTRUCTION BRANCH

[illegible]
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

#8680

HE HAMILTON ELECTRIC
ELECTRICAL CONTRACTING

NOTED
E. S. HUNTER

August 7, 1979

RECEIVED
TECHNICAL SERVICES
AUG 8 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	ABL	File

Mr. W. C. Ferguson, Resident Engineer
Oregon State Highway Department
P. O. Box 459
Pendleton, Oregon 97801

RE: Hermiston Traffic Signals
Oregon State Highway Department #8680

We have received your August 1, 1979 letter and it is apparent that there is a major disagreement between yourself and us regarding the interpretation of the standard specifications for highway construction and the special conditions for this project.

We have taken a great deal of pride in completing our contractual work with the OSHD in strict accordance with all specifications. At the same time, we have felt that we should not be expected to do the work that goes beyond the scope of the contract unless we are to be reimbursed for that work.

Since we are at an impasse on the items in question, we would recommend that a conference be held between yourself, ourselves and Mr. Zerbes, Mr. George and Mr. Ed Hunter from your Salem office to attempt to resolve the items in question.

We suggest that this be done in your Salem office in the interest of time.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/jb

cc: Bill Zerbes
Bud George
Ed Hunter ✓

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 706 EUGENE, OREGON 97440

1630

☆ U.S. GOVERNMENT PRINTING OFFICE: [illegible]32 - 629

STATE COPY

cc: State (H. S. Coulter

7-23-79

U.S. ARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH
B. Ferguson, Resident Engineer, OSHD

DATE OF INSPECTION 7-23-79	INSPECTION MADE BY David B. Carter, Area Engineer	PROJECT NO. TQF-81(1)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED $\frac{381}{250}$=152 %	WORK COMPLETED 100 %

ELM AVENUE - E. HIGHLAND AVENUE
UMATILLA - STANFIELD HIGHWAY
Grade, Pave & Signals

This project provided for adjustment and/or installation of certain traffic signals on the Umatilla-Stanfield Highway in the City of Hermiston. Also included was some grading and paving work sufficient to provide a left-turn refuge lane at Elm Avenue.

The contractor used 381 calendar days to do the work. The contract provided 250 calendar days. The contractor requested a time extension and the State approved an additional amount of 131 calendar days. This time extension eliminated all liquidated damages on this project. The time was granted due to work added or modified by contract change orders.

The project is complete except for 1) the replacement of a traffic damaged controller at the intersection of 1st and Gladys Streets and 2) some minor electrical work. It is recommended the project be accepted upon completion of this work.

RECEIVED
STATE HWY ENGR
AUG 21 '79
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-21
cy to Keasey

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

STATE OF OREGON
Railroad & Utilities
Highway Division
DEPT.

378-6511
TELEPHONE

INTEROFFICE MEMO

TO: C. W. Head
Commission Services Manager

DATE: July 5, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

RD Trygstad

RAILROAD COMPANIES
FILE No. 964

SUBJECT: Wire Line Crossing Agreement
Elm Ave.-E. Highland Ave. (Hermiston)
Section, Umatilla-Stanfield Highway
Contract No. 8680
ODOT Agreement No. RR 964

Attached is the State's fully executed counter-part of a wire line crossing agreement which will accomodate an over-head traffic signal inter-connect on the subject project in Hermiston.

RDT:mm

cc: C. T. Keasey w/att.
J. L. Sollis
D. E. Swan (2)
W. E. Schwartz w/att.
W. C. Ferguson w/att.
L. E. George w/att.

RECEIVED
JUL 6 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

UNION PACIFIC RAILROAD COMPANY
LAW DEPARTMENT

L. JAMES BERGMANN
General Solicitor

JOHN F. WEISSER, JR.
ALLARD J. HEITKEMPER
General Attorneys

JEFF S. ASAY
ROY P. FARWELL
CAROLYN L. LARSON
Assistant General Attorneys

RANDALL B. KESTER
Senior Counsel

628 Pittock Block
P.O. Box 4265
Portland, Oregon 97208
(503) 249-2660

July 2, 1979

PLD 312-2-3.672
Dept. No. 32532

Mr. Roger D. Trygstad
Railroad & Utility Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Mr. Herb W. Nelson, Manager
Engineering Services
Pacific Power & Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

Re: Highway Signal Interconnect Plan
Elm Ave.-E. Highland Ave. (Hermiston)
Section, Umatilla-Stanfield Highway
State Contract No. 8680
Your Reference ROW-18-2

Gentlemen:

Enclosed to each of you is a fully signed copy of agreement, dated December 4, 1978, between the State of Oregon, by and through its Department of Transportation, and the Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, covering installation of a 3/8-inch galvanized steel communication cable across the Railroad's Umatilla Branch right of way and tracks at Highland Avenue and Orchard Avenue to interconnect highway traffic signals on the Elm Avenue-East Highland Avenue (Hermiston) section of the Umatilla-Stanfield Highway at Hermiston.

When the State of Oregon is ready to commence installation, we request that it contact the Roadmaster, Union Pacific Railroad Company, P. O. Box 69, Hermiston, Oregon, 97838, telephone 767-6111.

Very truly yours,

L. James Bergmann cjk

L. James Bergmann

RECEIVED
JUL 05 1979
RR & UTILITY UNIT

cjk
Enclosure

cc: UPRR Roadmaster - Hermiston, Oregon

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

RECEIVED
STATE HWY ENGR
JUL 3 -'79
REFER TO
FOR

cc
Rulien
George

July 2, 1979

H. S. Coulter
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

RE: Oregon State Highway Department #8680
Elm Avenue-East Highland, Hermiston

Thank you for your June 27th letter regarding the granting of the extension of time as requested on this project.

I, too, share your concern that was involved in negotiating the agreement on the changes. As you are aware, our firm and the National Electrical Contractors Association have been working very closely with Mr. Rulien and Mr. George to attempt to solve some of these problems. You have our commitment that we will continue to do this.

HAMILTON ELECTRIC, INC.

Emerson Hamilton
BH
Emerson Hamilton

EH/jb

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

8680

9

June 27, 1979

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Dear Sirs:

Time Extension Request
Elm Ave.-E. Highland Ave. (Hermiston)
Contract No. 8680

Your request for an extension of time on the above project has been reviewed and an extension of 131 calendar days is granted. Additional time was granted due to the work added or modified by contract change orders. The time granted will eliminate all liquidated damages on this contract. No additional time was granted for the late delivery of materials since the claimed strike impact was not adequately documented as a delay to the project.

The length of time required for you and us to reach agreement on the changes required at Highland Avenue is of great concern to me. The public was deprived of the use of these signals for approximately four months while this change was being negotiated. Surely, by working together more closely, we can improve in this area. I have advised my staff of my concern and I request your assistance in helping to reduce the seemingly excessive amount of time required on signal projects.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:lt jh

bc: Federal Highway Administration
C. T. Keasey
L. E. George
W. E. Schwartz
W. C. Ferguson
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 25, 1979

FILE:

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Elm Ave. - E. Highland Ave.
(Hermiston)
Contract No. 8680

TO: H. S. Coulter
State Highway Engineer

Hamilton Electric, Inc., contractor on the above project, has requested a 131 calendar day extension of contract time. His request is based on contract changes and late materials delivery. Pertinent contract times are:

Contract Awarded	2-23-78
Time Specified	250 Calendar Days
Time Expired	11-11-78
Work Completed	3-22-79
Liquidated Damages	131 Calendar Days

This project involved traffic signals at several intersections and a minor amount of grading and paving. Shortly before award of the contract it was determined that the proposed signal installation at Highland Avenue needed to be revised from a mast arm to a span wire installation. A great deal of time was consumed in obtaining a justifiable price for this revision from the contractor and a Price Agreement was finally approved for this work on August 18, 1978. This translates into a minimum delay of 165 calendar days in ordering signal poles required by this revision. While the contractor was not very efficient in providing cost information in a timely manner, we apparently were likewise not very efficient in allowing his extremely slow response. Therefore, this is a valid reason for time extension.

Other contract changes which delayed the contract completion involved added work on an interconnect cable (5 calendar days), and signal bracket modification (1 calendar day).

The contractor's request for additional time due to a delay in materials delivery as a result of a strike is not adequately documented to indicate that this delayed the project. No additional time is recommended for this reason.

It is recommended that a time extension of 131 calendar days be granted due to contract change order work. This will eliminate all liquidated damages on this project. This is a Federal-aid project and FHWA concurrence will not be required. A rough draft response to the contractor is attached.

OBJ:lt
Attachment

cc: W. E. Schwartz
W. C. Ferguson

RECEIVED
STATE HWY ENGR
JUN 26 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

E-330 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 6, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 381 days, within which to complete our Contract No. 8680, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By

CONSENT OF SURETY

Date April 9, 1979

We, GREAT AMERICAN INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-Fact
Douglas E. Walteyn (SEAL)

Smith & Crakes, Inc.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8680 Contractor Hamilton Electric, Inc.

Highway Umatilla-Stanfield

Section Elm Ave.-E. Highland Ave. (Hermiston)

Kind of Work Hermiston Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ **GRANTED.** The reasons for such recommendation are as follows:

An extension of 131 calendar days granted due to work added or modified by contract change orders.

Recommended for Approval:

[illegible]
Region Construction Engineer

O. B. Jackmond
Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No. 8680
Project designation Federal
State-Federal
Date awarded Feb. 23, 1978
Work started March 7, 1978
Per cent completed 100% Mar. 22, 1979
Date
No. of Workdays Allowed 250
No. of Workdays Used 381
No. of Added Workdays Requested 202

SP*67065-734

GREAT AMERICAN INSURANCE COMPANY

The number of persons authorized
by this power of attorney is not
more than ONE

No. 0 -10839

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the GREAT AMERICAN INSURANCE COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Ohio, does hereby nominate, constitute and appoint the person or persons named below its true and lawful attorney-in-fact or attorneys-in-fact, for it and in its name, place and stead to execute in behalf of the said Company, as surety, any and all bonds, undertakings and contracts of suretyship: provided that the liability of the said Company on any such bond, undertaking or contract of suretyship executed under this authority shall not exceed the limit stated below.

Name	Address	Limit of Power
DOUGLAS E. WALWYN	EUGENE, OREGON	$500,000

This Power of Attorney revokes all previous powers issued in behalf of the attorney(s)-in-fact named above.

IN WITNESS WHEREOF the GREAT AMERICAN INSURANCE COMPANY has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 2 day of February 1977.

GREAT AMERICAN INSURANCE COMPANY

Attest:

Schuder

STATE OF OHIO, COUNTY OF HAMILTON – ss:

On this 2 day of February, 1977, before me personally appeared ROBERT M. SCHUDER, to me known, being duly sworn, deposes and says that he resided in Cincinnati, Ohio, that he is the Vice President of the Great American Insurance Company, the Company described in and which executed the above instrument; that he knows the seal of the said Company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by authority of his office under the By-Laws of said Company, and that he signed his name thereto by like authority.

Molly Anne McCarthy

This Power of Attorney is granted under and by authority of Article V of the By-Laws of the Company, extracts of which read as follows:

ARTICLE V.

Officers: Powers and Duties.

Section 4.... The President... shall also have power and authority, from time to time, to appoint and fix the compensation of one or more attorneys-in-fact, to prescribe their respective duties and the respective limits of their authority and to revoke any such appointment, at any time, in his discretion.

Section 5.... the several Vice Presidents... shall act, in the order of their appointment, in the place of the President exercising all his powers and performing his duties, during his absence or disability.

This Power of Attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of the Great American Insurance Company at the organization meeting duly called and held on the 1st day of October, 1976.

RESOLVED, that the Company seal and the signature of any officer authorized by the By-Laws may be affixed by facsimile to any power of attorney and revocation of any power of attorney or certificate of either given for the execution of any bond, undertaking, contract of suretyship, or other written obligation in the nature thereof, such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

CERTIFICATION

I, W. R. BILY, Secretary of the Great American Insurance Company, do hereby certify that the foregoing Power of Attorney, the above quoted abstracts of Sections 4 and 5 of Article V of the By-Laws, and the Resolution of the Board of Directors of October 1, 1976 have not been revoked and are now in full force and effect.

Signed and sealed this 9th day of April 1979

WR Bily
Secretary

S-1029E–11/76 PRINTED IN U.S.A.

HE
ELECTRICAL CONTRACTING

Oregon State Highway Department Contract #8680
Hermiston Traffic Signals

Feb 23

The contract for this project was awarded to us on January 30, 1978, with the calendar day count to begin on Mary 7, 1978, with 250 days allowed for completion. The scheduled completion date was November 11, 1978. Our purchase orders for materials for this project were ordered on February 24, 1978 (copies attached). A copy of our proposed work schedule for this project is attached. The reasons for the delay on this project breakdown into four areas. Number one, late delivery of some poles. Number two, late delivery of some of the signal equipment; number three, changes as outlined in Price Agreement #2, which were ultimately completed on an extra work basis; and number four was Price Agreement #4.

On February 15, 1978, Price Agreement #1, which changed some of the poles, was submitted to us for a quotation. On February 28, 1978, we submitted the original first pole drawings for approval. These were approved and returned to us on March 16, 1978. On April 14, 1978 we submitted documentation regarding our proposed changes for Price Agreement #1 and additional documentation was submitted on May 15, 1978. A Price Agreement for this work was submitted to us on July 7, 1978 (copy attached). We signed this and returned it to the Oregon State Highway Department and it was finally signed on August 23 and returned to us on September 18, 1978 so we could begin to procure materials and make the required pole changes. This amounted to a delay of 216 days on the ordering of these particular poles. This was beyond our control.

The second part of the delay was caused by the lack of delivery of part of the signal equipment. A February 28, 1979 letter from the Crouse Hinds Co. is attached documenting the reason for their delay in furnishing signal heads. This resulted in a delay of 71 days until the signals were received and 71 additional days beyond that time until the installation was complete. This was also beyond our control.

The third reason for the delay had to do with Price Agreement #2. This was for time waiting for a decision on Price Agreement #2 which delayed

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

installation of the interconnect cable. It was finally determined to proceed on a force account basis for this work. Five days time was the amount of the delay in this instance, which was beyond our control.

The fourth reason for delay was to complete Price Agreement #4, which had to do with bracket modification and required one day to complete. This Price Agreement was submitted to us on March 15, 1979.

On the basis of the above reasons, we feel an extension of time should be granted.

#8680 6-25-79 9

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-81(1)

STAT JECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70552, 70553, 70555

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

6-22 orig to

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO Machina
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-11-79

FEDERAL ROUTE NUMBER Primary 81

STATE ROUTE NUMBER Primary 54

GENERAL LOCATION:
Elm Ave. - E. Highland Ave. (Hermiston)

GENERAL DESCRIPTION OF WORK:
Furnish and Install Tether Wire at Station 315 + 70.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXX XXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of May 11, 1979, as requested in Mr. Keasey's letter of June 1, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $1,000 - Federal Funds $900.

DATE 6-20-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—828-787

8680

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1859

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 17, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQF-81(1)

Contract 8680, Work Completed March 22, 1979
Project Elm Ave.-E. Highland Ave. (Hermiston)
Highway Umatilla-Stanfield
County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date (see conditions below)

1) Repair of controller at corner of 1st & Gladys
2) Minor electrical adjustments

G.K. Hosmer
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
W. E. Schwartz
R. D. Church

RECEIVED
STATE HWY ENGR
AUG 15 79
REFER TO
FOR

8680

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Elm Ave.-E. Highland Ave. (Hermiston)

WEEK ENDING: March 24, 1979

SECTION PREFIX: 30-1050

HIGHWAY: Umatilla-Stanfield

COUNTY: Umatilla

NAME OF JOB: Elm Ave.-E-Highland Ave.(Hermiston)

KIND OF WORK: Grade, Pave, Signals

CONTRACTOR: Hamilton Electric, Inc.

CONTRACT NUMBER: 8680

FEDERAL AID PROJECT NUMBER: TQF-81(1)

DATE OF CONTRACT: February 23, 1978

DATE WORK STARTED: September 11, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 2 SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 250

CALENDAR DAYS USED: 381

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 152

PROJECT AUTHORIZATION: $ 240,268.86

EXCLUSIVE OF ENGINEERING: $ 221,216.70

ENGINEERING AUTHORIZATION: $ 19,052.16

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 221,216.70

ENGINEERING COST TO DATE: $ 17,247.90

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 91%

DATE PROJECT WAS COMPLETED: March 22, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100		Signal work	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.10	0.10			0.10
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.10	0.10			0.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)	600 CY	620 CY			930 Ton
TOTAL QUANTITIES CORRECTED TO DATE	309	379			630
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	309	379			630
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				Signal work	
NUMBER OF SHIFTS PER DAY				1 4/days	
HOURS PER SHIFT				8	

EQUIPMENT USED DURING THE WEEK:

1 ladder truck, 2 pickups

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	1		
MONDAY	Fair	1		
TUESDAY	Fair	1		
WEDNESDAY	Fair	1		
THURSDAY	Fair	1		Project reported completed.
FRIDAY				
SATURDAY				

RECEIVED
MAR 26 1979
CONSTRUCTION BRANCH

Keeley
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Crew installed last vehicle signal at Hwy. 395 & Highland Ave. Installed & tested circuits/Hwy. 395 & Highland, Completed modification to pedestrian brackets as per P.A. #2. Grouted some of the pole bases.
TUESDAY	Grouting of pole bases was completed & damaged section of sidewalk at pole #10 repaired. Traffic signals at Hwy. 395 & Highland Ave. turned on today. Fire pre-empt system not turned on as more work has to be done.
WEDNESDAY	Connections to Opticom system were completed today. Testing & adjustments scheduled for tomorrow.
THURSDAY	Testing of Opticom System was done today. All phases working. Project reported as completed today.
FRIDAY	No activity.
SATURDAY	

REMARKS

Traffic signals at Hwy. 395 & Highland Ave. turned on today, March 20 & the Opticom System tested Thursday, March 22. All phases working.

Project reported completed Thursday March 22, 1979.

SIGNED by J H Ricker LOCATION Pendleton

W.C. Ferguson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#8.90

STATE COPY

1-4-77

U.S. L ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H. S. Coulter)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla		DIVISION Oregon
DATE OF INSPECTION 1-4-79	INSPECTION MADE BY David B. Carter, Area Engineer			PROJECT NO. TQF-81(1)
IN COMPANY WITH Bill Ferguson, Resident Engineer, OSHD				
LOCATION Between Elm Ave. - W. Highland Avenue on the Umatilla-Stanfield Highway in Hermiston, Oregon				
CONTRACTOR NAME AND ADDRESS Hamilton Electric Company, 232 West 5th Ave., Eugene, OR 97401				
AWARD DATE 2-23-78	CONTRACT AMOUNT $203,390.62	TIME ALLOWED 250 calendar days	TIME STARTED 3-7-78	WORK STARTED 9-11-78
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 122%	WORK COMPLETED 61%	

REMARKS

ELM AVENUE - E. HIGHLAND AVE. (HERMISTON)
UMATILLA - STANFIELD HWY.
Grade, Pave and Signals

This project provides for construction of (1) minor roadbed grading, aggregate base and asphalt concrete pavement, (2) installation of traffic signals at Elm Ave., Jennie Ave., Orchard Ave. and E. Highland Ave., and (3) the existing signals at Gladys Ave. and Main St. will be interconnected with the new installations.

All poles are in place except those at E. Highland Avenue. The poles at E. Highland Ave. were changed from mast arms to strain poles due to the widened section which has been constructed as a result of the new shopping mall located in the southwest corner of this intersection. This change is included in an appropriate change order.

The progress of the work has been listed as unsatisfactory as the time elapsed is nearly double the percent of the work completed.

RECEIVED
STATE HWY ENGR
JAN 30 '79
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

Form FHWA-1446 (12-73) Formerly PR-33 A

Previous Editions of PR-33A will Not Be Used.

8680

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

August 15, 1978

Citizens Bank of Oregon
Main Office
P.O. Box 10312
Eugene, OR 97401

Attention: D.V. Bowman
Vice President

Re: Hamilton Electric, Inc.

The $1,500.00 security deposit released on Contract 8560 is being applied to Contract 8680 per your letter of August 8, 1978.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Hamilton Electric, Inc.

bc: ~~**C.W. Head**~~
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 81-734-3122

#8680 8

STATE OF OREGON

INTEROF[illegible]CE MEMO

Fran

DATE: March 17, 1978

TO: Cecil Head, Manager
Commission Services

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Agreement
Umatilla-Stanfield Highway at Highland Avenue
Hermiston

MISC. CONTRACTS and
AGREEMENTS No. 6206

An agreement, No. 6206, for payment of a traffic signal on the Umatilla-Stanfield Highway at the intersection of Highland Avenue in Hermiston was signed by the Portland Fixture Company and Fuhrman Development Company.

The attached letter sets forth the ownership progression of these companies.

L E George

L. E. George
Traffic Engineer Supervisor

BET:ds
Attachment

cc: M. C. Holmes
W. R. Sullivan

NOTED
C. W. HEAD

81-125-1387

8680

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 7, 1978

Hamilton Electric, Inc.
232 W. 5th
Eugene, OR 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8680 for work on Elm Avenue-East Highland Avenue (Hermiston) Section of Umatilla-Stanfield Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm
Enclosure

cc Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121

Smith and Crakes, Inc.
58 West 11th
Eugene, OR 97401

C. T. Keasey
Walt Hart
Robert Church
Wendell Schwartz
John R. Hagedorn
L. E. George
Jim Kinne

8680

ILE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
3-47

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

3-6-78

Oregon
County
Umatilla
Project No.
TQF-81(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Elm Ave. - E. Highland Ave. (Hermiston)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-4-78	0.00
OTHER *(Specify)*		

FUNDS pro rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 197,535.00	$ 177,781.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By J H Wersley
Technical Services Engineer
(Title)
By
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator MAR 6 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, February 28, 1978

Federal Aid Project
No. TQF-81(1)

Elm Ave. - E. Highland Ave. (Hermiston)
Umatilla - Stanfield Highway
Umatilla County

Project agreement estimate.

Type Code P. E.

Preliminary Engineering	All Required		$ 16,100.00

Type Code Y031
Signals (Sta. 255+61.50 to Sta. 261+11.14)

Mobilization	All Required		$ 7,891.00
Temporary Protection and Direction of Traffic	All Required		~~3,974.00~~ 3,947.00
Temporary Signs	512 Sq.Ft.	3.66	1,873.92
Temporary Barricades	6 Only	84.50	507.00
Flagmen	400 Hour	24.86	9,944.00
Removal of Structures and Obstructions	All Required		1,127.00
General Excavation	600 Cu.Yd.	3.94	2,364.00
1"-0 Aggregate Base	620 Cu.Yd.	9.01	5,586.20
Class "B" or Class "C" Asphalt Concrete	930 Ton	20.85	19,390.50
Concrete Curbs	100 Lin.Ft.	4.23	423.00
Traffic Signal Installation, Complete	All Required		104,201.00
			$157,254.62

Anticipated Items

Railroad Protective Costs	All Required	$ 1,500.00
Permanent Pavement Striping	All Required	1,100.00
		$ 2,600.00

Subtotal	$159,854.62
Engineering	20,665.38
Engineering (Signal Controller Testing)	915.00
Total	$181,435.00

Length of Project - - - - - - - - - - - - 0.00 mile

Work Retained in Program Status
(not included in amounts below)

Work by Pacific Power and Light	All Required	$ 2,000.00
Work by Pacific Northwest Bell	All Required	2,000.00

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 16,100	$ 14,490	$ 1,610
Signals	181,435	163,291	18,144
Total	$197,535	$177,781	$19,754

Group 1, 81% Group 9, 19%

Contract No. 8680

Prefix 30-1050

Prefix 330-1937

ELM AVE. - E. HIGHLAND AVE. (HERMISTON)
Nonparticipating - State Work

Traffic Signal Installation, Complete	All Required	$ 24,442.00
Fire Pre-emption System, Complete	All Required	21,694.00
	Subtotal	$ 46,136.00
	Engineering	5,443.00
	Engineering (Signal Controller Testing)	785.00
	Total	$ 52,364.00

8680

8

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
John R. Hagedorn
L. E. George
SAIF
Fran

February 23, 1978

Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on January 30 accepted your proposal for work on the Elm Avenue-E. Highland Avenue (Hermiston) Section of the Umatilla-Stanfield Highway in Umatilla County for the sum of $203,390.62 and referred it to the State Highway Engineer with authority to award the contract subject to certain conditions being fulfilled.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8680.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 7, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8680

9

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

1

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-4-78

		FEDERAL AID PROJECT NO. TQF-81(1)
		STATE PROJECT NO. See Below
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Umatilla
	ITEM NO. 70552,70553,70555	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 1-4-78	DATE AUTHORIZATION EFFECTIVE 1-4-78	FEDERAL ROUTE NUMBER Primary 81 STATE ROUTE NUMBER Primary 54

GENERAL LOCATION:

"Elm Avenue-E. Highland Avenue (Hermiston)"

GENERAL DESCRIPTION OF WORK:

Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) :Railroad Protective Services $1,500
Permanent Pavement Striping $1,100

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in you estimate.

Mr. Swan's 12-30-77 request and certifying statements are accepted.

PS&E DOCUMENTS for the subject project have been reviewed and are approved at a total estimated cost of $185,446, Federal Funds - $159,112.

A signed copy of the Title Sheet is returned herewith.

[illegible]

DATE 1-4-78	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8680 54

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/28/77
Donald L [illegible]

1-26-78 Bid Letting ______ All Clear Deadline

SECTION ELM AVE.-HIGHLAND AVE. (HERMISTON)
Highway Umatilla-Stanfield
County Umatilla Region 5
Type of Work Signals (4) Chann Funds Trans
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	Statewide - No problems
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	Must request noise exception.

8680

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

December 8, 1977

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Traffic Signal Installation
Elm Ave.-Highland Ave. (Hermiston) Section
Umatilla-Stanfield Highway

The subject project has been programmed to be financed with Transition Quarter funds; however, the present estimated cost exceeds the amount approved by the Transportation Commission by approximately $90,000.

Lacking sufficient TQ funds for the entire project, it is suggested that the project cost be split between TQ and Title II Section 209 funds.

This could be accomplished by charging the traffic signal installation work at Elm, Jennie and Hurlburt Avenues to Section 209 funds and the remainder of the project to TQ funds.

Please take whatever action is necessary to inform the FHWA of our intent to utilize the two funding sources for this project.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

RHB:rw
Attachment

cc: ✓H. S. Coulter
W. E. Schwartz

RECEIVED
STATE HWY ENGR
DEC 8 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8680

STATE OF OREGON

INTEROFFICE MEMO

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
NOV 22 '77
REFER TO
~~F.B. Klaboe~~ —
FOR
Info	Inves	R/D	D/R	Sign	Act	File

11-22-77 cy George

DATE: November 18, 1977

TO: H. S. Coulter
State Highway Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Installation
Elm Ave.-Highland Ave. (Hermiston)
Umatilla-Stanfield Hwy.
Umatilla County
Transition Quarter Funds

Recommend increase in project authorization. Widening needed North of Elm. Interconnect appropriate as are modifications at Main, Gladys & Jr. High :- HSC

This project was originally programmed to be financed with Title II, Section 209 funds and included signalizing the intersections of Elm Avenue, Jennie Avenue and Hurlburt Avenue on the Umatilla-Stanfield Highway and widening the highway north of Elm Avenue to provide for a smooth transition from four lanes to two lanes and provide a left-turn pocket. Preliminary design approval for the project was granted in May, 1977.

In August, 1977, the project was reprogrammed to be financed with Transition Quarter Funds. An estimated cost of $88,000 was approved by the Commission. This estimated cost was obtained from the signal priority list, which listed the signals as separate projects, and did not include any widening of Elm Ave.

During preliminary design of the project, it was determined that expansion of the existing coordinated signal system to include all the new signals would provide the most efficient signal operation. This required the addition of a signal interconnect circuit and the replacement of existing control equipment at two intersections. The project was also expanded to include a new signal at Highland Avenue, which will be paid for by a private developer, and a fire pre-emption system which will be paid for by the City of Hermiston.

The estimated cost of the project, which includes four new signals, the expansion of the signal system, the widening at Elm Avenue and the fire pre-emption system is now $227,100 and will require $177,470 in Transition Quarter Funds. Project cost summaries which show a breakdown of the Transition Quarter Funds required and a breakdown of the total project cost are attached.

NOTED
F. B. KLABOE

We feel the additions to this project are necessary to provide safe and efficient flow of traffic along the section of highway and recommend approval be given to proceed with the project based on the revised cost estimate.

L. E. George

L. E. George
Traffic Engineer Supervisor

Meeting 12-19

RECEIVED
DOT OPERATIONS
DEC -9 '77
JII:rw
REFER TO
Hunter
FOR
Info	Inves	R/D	D/R	Sign	Act	File
					✓	

81-125-1397

RECEIVED
DOT OPERATIONS
NOV 25 '77
REFER TO
Rulien
FOR
Info	Inves	R/D	D/R	Sign	Act	File

11-23

OK?

RECEIVED
NOV 25 1977
Policy Development

Fred - yes - the overruns can be programmed in 209 funds R

PROJECT COST SUMMARY

Transition Quarter Funds
Elm Avenue-Highland Avenue (Hermiston)
Umatilla-Stanfield Highway
Umatilla County
November 16, 1977

Item	Original Estimate	Revised Estimate
New signals at Elm Avenue, Jennie Avenue and Hurlburt Avenue	$ 88,000	$ 98.115
Widneing at Elm Avenue	-0-	49,491
Signal interconnect circuit	-0-	17,141
Signal modifications at Main Street, Gladys Avenue and Junior High	-0-	12,723
TOTAL	$ 88,000	$177,470

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
November 8, 1977

Project: Elm Avenue-Highland Avenue (Hermiston)

Highway: Umatilla-Stanfield

County : Umatilla

Prefix : 330-1937

Scheduled for Letting: January 26, 1977

Type of Project : TQF and Other

Completion Time : 250 Calendar Days

Bid Item	Amount and Funding		
	TQF	City (100%)	Developer (100%)
1. Temporary Protection and Direction of Traffic	$ 3,855.00	-0-	-0-
2. Temporary Signs	2,860.00	-0-	-0-
3. Flagmen	5,760.00	-0-	-0-
4. Temporary Barricade	750.00	-0-	-0-
5. Grading and Paving	35,484.00	-0-	-0-
6. Fire Pre-Emption, Complete	-0-	$17,769.00	-0-
7. Traffic Signals, Complete	105,137.00	-0-	$ 25,173.00
Totals	$153,846.00	$17,769.00	$ 25,173.00
TOTAL CONTRACT			$196,788.00
ADDITIONAL ANTICIPATED ITEMS			
Striping	$ 750.00	-0-	-0-
Utility Adjustments	850.00	-0-	-0-
Controller Testing (Engineering)	915.00	$ 600.00	$ 185.00
Totals	$ 2,515.00	$ 600.00	$ 185.00
TOTAL ANTICIPATED ITEMS			$ 3,300.00
Engineering (13.5%)	$ 21,109.00	$ 2,480.00	$ 3,423.00
Totals	$177,470.00	$20,849.00	$ 28,781.00
TOTAL PROJECT COST			$227,100.00

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: November 9, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Installation
Elm Avenue-Highland Avenue (Hermiston)
Umatilla-Stanfield Highway
Umatilla County
Transition Quarter Funds Project

RECEIVED
NOV 14 1977
TRAFFIC ENGINEERING

This project is being financed by Transition Quarter Funds, the City of Hermiston and a private developer. An estimated $88,000 of Transition Quarter Funds were approved by the Oregon Transportation Commission for the project.

In preparing the design for this project, we find that the final estimate of Transition Quarter Funds required will be considerably more than $88,000. The increase is due primarily to the widening of the highway to provide a left-turn pocket at one intersection, the installation of an interconnect circuit between the signals and the replacement of some old equipment at two existing signals. The estimated Transition Quarter Funds now required is $177,470.

NOTED
LE GEORGE

We feel the additions to this project are necessary to provide safe and efficient flow of traffic along this section of highway and recommend that approval be given to proceed with the project based on the revised estimated cost.

L E George
L. E. George
Traffic Engineer Supervisor

JII:ds

Frank
Did cost of project double?
What percent of project was $88,000?
is $177,470
Scott

NOTED
W. R. ZIRBES

RECEIVED
STATE HWY ENGR
NOV 10 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

#8680 8-24-77 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. See below

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. Various

COUNTY NAME Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 8-24-77	FEDERAL ROUTE NUMBER ---	STATE ROUTE NUMBER ---

GENERAL LOCATION:

Various

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program changes

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-23-77, I approve the program changes as follows:

	Now Programmed		Change		
Item	Project	Appn Code	Project	Appn Code	
87	HHS-3(1)	142	TQF-3(1)	124	- #8642
70552	HHS-81(1)	145	TQF-81(1)	124	#8680
70553	HHS-81(1)	145	TQF-81(1)	124	
70555	HHS-81(1)	145	TQF-81(1)	124	
73504	HHS-1049(1)	145	TQM-1049(1)	124	#8687
71557	HHS-9064(1)	145	TQM-9064(1)	124	

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-24-77	G. K. Hossner	For DivisionAdministrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-611-815

8680

8

August 5, 1977

City of Hermiston
City Hall
Hermiston, OR 97838

MISC. CONTRACTS and
AGREEMENTS No. 6161

Attention: Robert D. Irby
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals on the Umatilla-Stanfield Highway at intersections with Elm, Jennie and Hurlburt Avenues.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agree. att.)

8680

8

July 25, 1977

City of Hermiston
City Hall
Hermiston, OR 97838

Attention: Robert D. Irby
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6206

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the installation of a traffic signal on the Umatilla-Stanfield Highway at Highland Avenue in Umatilla County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files and forwarding a fully executed copy to Portland Fixture Co. & Fuhrman Development Co.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8680

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

May 16, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Signalization Project (Hermiston)
Umatilla-Stanfield Hwy. @
Orchard Avenue
Umatilla County, Oregon

NOTED
E. S. HUNTER

The Umatilla-Stanfield Highway at Orchard Avenue is four lanes in width with parking allowed on both sides. The width from curb to curb is 68 feet. The west approach is designated as Orchard Avenue, and the east approach is designated at Hurlburt Avenue. Both Orchard Avenue and Hurlburt Avenue carry two-lane, two-way traffic. There is presently a flashing beacon at this intersection.

A traffic count made in April, 1975, indicates that the Minimum Vehicular Volume warrant for installation of a traffic signal is met. The Highway ADT is 9,000 and the Orchard Avenue ADT is 5,000.

In the five-year period from 1-1-70 to 12-31-74 there were 18 reported accidents of which seven involved injuries. There were no fatalities. In the last 12 months, there were two accidents of a type preventable by traffic signals.

Hermiston and vicinity are undergoing rapid development. Increasing traffic volumes warrant signalization to diminish accident potential. Installation of a three-phase, pre-timed signal is recommended.

The proposed project has been assessed and evaluated for its potential impact on the quality of the human environment. No new right-of-way would be required. The project constitutes a Non-Major action and conforms with the intent of Statewide Assessments for Safety Projects.

RECEIVED
STATE HWY ENGR
MAY 17 '77
REFER TO
FOR
Info Inves R/O O/R Sen Act File

GAP:cjh

Attachment

cc: E. S. Hunter ✓
Wendell Schwartz w/attach
Jim Kennedy w/attach

#1670

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-81(1)

STATE PROJECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70552, 70553 & 70555

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 5 '77
REFER TO
orig to Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-2-77

FEDERAL ROUTE NUMBER Primary 81

STATE ROUTE NUMBER Primary 54

GENERAL LOCATION:

"Hermiston Traffic signal project"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $7,000; FF $6,300 including utility preparatory work.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 4-25-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

Also as requested in Mr. Swan's 4-25-77 letter, you are authorized to proceed with the work as shown above.

DATE 5-2-77

SIGNATURE OF APPROVING OFFICIAL

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—628-787

8680

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FORM 81-734-3030

RECEIVED STATE HWY ENGR
MAR 18 1977
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Act
File

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 17, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Four Traffic Signalization
Projects
City of Hermiston
Umatilla County

NOTED
E. S. HUNTER

The Region 5 engineering and environmental staff has investigated possible impacts associated with four proposed traffic signalization projects in the City of Hermiston. The locations are:

(1) Highway 54 at Hulbert Avenue
(2) North 1st Street (Highway 54) at Elm Avenue
(3) North 1st Street (Highway 54) at Jennie Avenue
(4) S.W. Butter Creek Road (Highway 333) at Highland Avenue.

PROJECT HISTORY

The origin of the signalization projects may pre-date 1973 when the City of Hermiston formally requested assistance from the Highway Division. Subsequent Highway Division investigations supported the city's contentions. The projects have been deferred for lack of funding. Present and projected growth in the City of Hermiston underscores the necessity of completing these projects. The expansion of agri-business and other activities in the Hermiston area has placed a heavy demand on highway facilities. Increased traffic and associated hazards prompted the city to prohibit parking along 1st Street (Highway 54) and delimit a 16-foot center lane for turning. Although parking has not been prohibited along Butter Creek Road (Highway 333), few drivers are willing to chance possible damage to their vehicles. The City of Hermiston hopes to alleviate traffic problems along Butter Creek Road by installing a signal at Highland Avenue and eventually widening the 24-foot roadway to 44 feet.

PROJECT SETTING

The four proposed projects are located in an area that is decidedly urban. Transition has been rapid. In recent months, industrial and commuter traffic has substantially increased. Additional increases are expected with the construction of a shopping center and a potato processing plant in the vicinity of Highway 54 and Highland Avenue.

Highway 54 at Hulbert, Elm and Jennie Avenues is zoned commercial. Highway 333 at Highland Avenue is mixed residential and commercial. A church is located on the southwest corner; the northwest corner is vacant but zoned C-2 (commercial). Apartment houses and single family residences extend east and west on Highland Avenue. (Note accompanying map.)

PROPOSED PROJECTS

(1) Highway 54 at Hulbert Avenue. Present (1975) A.D.T. is 7,000. Installation of a fully actuated traffic signal.

(2) North 1st Street at Elm Avenue (M.P. 4.84). Present (1975) A.D.T. is 11,000. Eleven accidents reported between 1970 and 1975; six injuries and one fatality resulted. The hazard would be mitigated with the installation of a fully actuated traffic signal.

(3) North 1st Street at Jennie Avenue (M.P. 5.09). Highway A.D.T. at Jennie Avenue is 12,000. Fifteen accidents were reported at this location during a five-year period ending in December, 1974. Most were rear-end collisions involving vehicles turning left off the highway. One fatality resulted. The off-set approaches at Jennie Avenue may be detrimental to highway safety. The proposed project would alleviate the hazard through the installation of a fully actuated traffic signal.

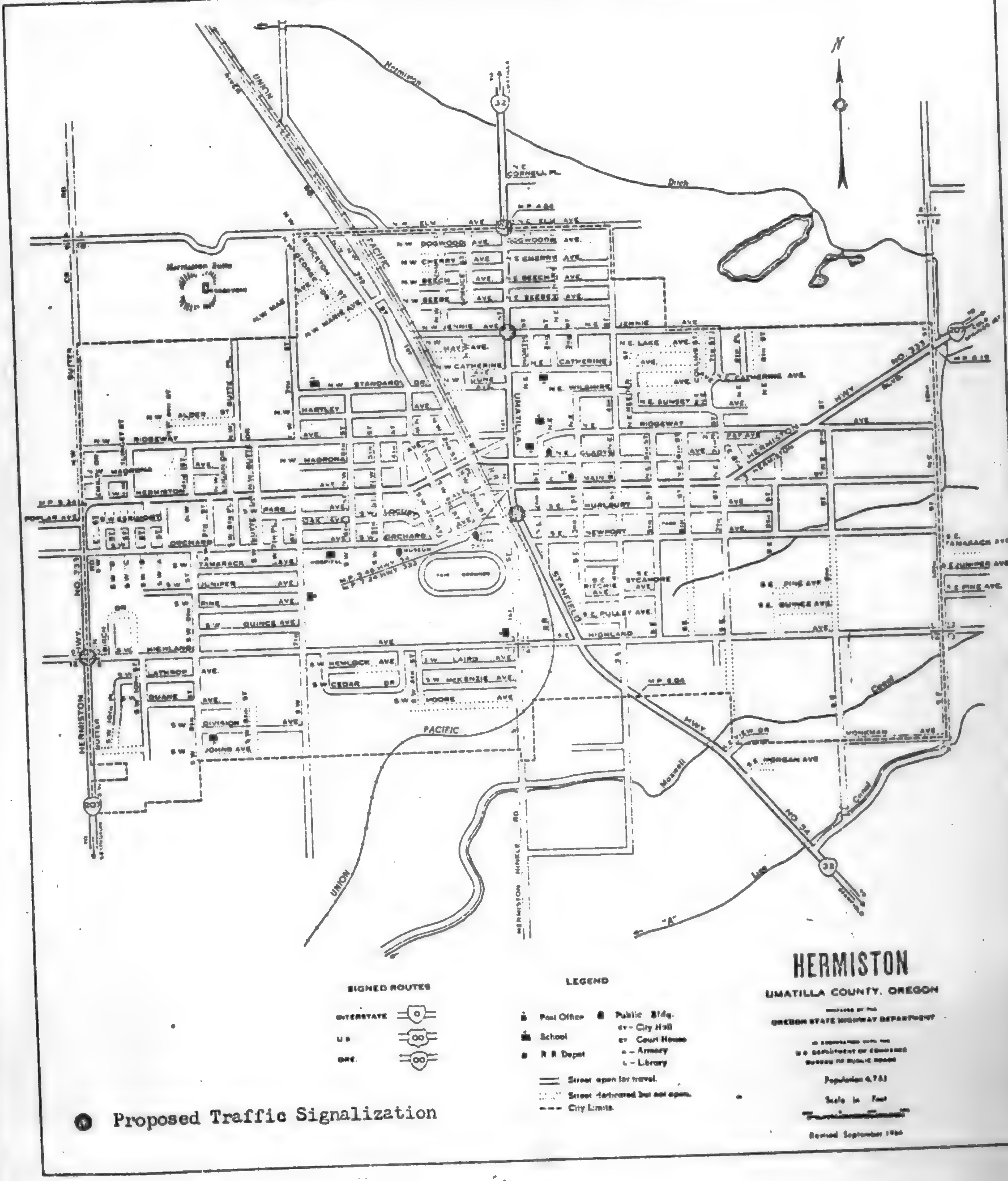
(4) S.W. Butter Creek Road at Highland Avenue (M.P. 8.40). Highway A.D.T. is 9,000. Fifteen accidents were reported in a five-year period ending in December, 1974. There were no fatalities. The proposed project would alleviate the hazard through the installation of a fully actuated traffic signal.

The above projects have been assessed and evaluated for their potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required and that these projects are of a type for which the Statewide Assessment for Safety Projects is applicable. The Statewide Assessment classifies these projects as Non-Major.

GAP:cjh

Attachment

cc: E. S. Hunter
Wendell Schwartz w/attach
Jim Kennedy w/attach
Bill Kappus-FHWA



Proposed Traffic Signalization

8680

9

February 10, 1977

Mr. Norv Roberts
General Manager
Northwest Division
Marlett Homes, Inc.
400 Elm Street
Hermiston, OR 97838

1558-S

Dear Mr. Roberts:

You are correct; contrary to my December 17, 1976 letter, a fatality did occur at the intersection of Elm Avenue and North First Street in Hermiston. Dewey Dean Schiller was killed at this intersection on May 5, 1974 when his northbound motorcycle collided with a vehicle turning left from north to east onto Elm Avenue. I assure you this was an oversight and not an attempt to mislead or deceive.

When signals are installed at this location, it is not likely that left-turn signals will be incorporated into the design because of the low left-turning volumes off First Street. It is therefore unlikely that traffic signals would have prevented the fatal accident as both vehicles would have had a green signal at the same time.

However, we are currently exploring the possibility of funding a signal installation at this intersection with Federal Safety money. If we are successful in this effort, we will be able to get a traffic signal installed. We will continue our efforts.

Sincerely,

H. S. Coulter
State Highway Engineer

cc L. T. Harper

RDT:rw ia

bc E. S. Hunter
R. L. Schroeder
L. E. George
W. E. Schwartz

MARLETTE, MICHIGAN
AMERICUS, GEORGIA
LEWISTOWN, PENNSYLVANIA
GREAT BEND, KANSAS
HERMISTON, OREGON
STRATFORD, ONTARIO

Marlette
HOMES, INC.

MCC
EXCELLENCE

400 ELM STREET
HERMISTON, OREGON 97838

January 31, 1977

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Coulter,

I am responding to your letter dated 12/17/76 pertaining to the intersection of Elm and North First Streets.

You referred to information concerning the accident experience at this intersection, stating that over a six-year period, from January 1, 1970 to March 31, 1976, there were no fatalities.

After passing this information on to the people concerned, it was brought to my attention that May 4, 1974 Dean Shiller was killed in a traffic accident at this intersection.

We would appreciate your re-evaluation of this matter and hope you can be of some help to us.

Sincerely,

MARLETTE HOMES, INC.

Norv Roberts
General Mgr.
Northwest Div.

NR/b

RECEIVED
STATE HWY ENGR
FEB 2 '77
REFER TO
[illegible]
FOR

Info	Inves	R/D	O/R	Sign	Act	File
		✓				

RECEIVED
FEB 2 1977
Office of
Assistant State Highway Engineer

AMERICA'S MOST COMPLETE LINE OF FAMILY PLANNED HOMES

8680

9

RDT:rj ia

bc E. S. Hunter
R. L. Schroeder
L. E. George
W. F. Schwartz

December 27, 1976

1523-5

Mr. Norv Roberts
General Manager
Marlette Homes, Inc.
400 Elm Street
Hermiston, OR 97838

Dear Mr. Roberts:

Thank you for your December 17 letter giving further information on the intersection of Elm and North First Streets in Hermiston.

Our investigation of this intersection has been in considerable detail including several manual vehicular and pedestrian counts. The most recent count (May 24, 25 and 26) indicated that 15,274 vehicles entered the intersection in a 24-hour period with 13,069 vehicles, or 86 percent, entering from the north and south approaches. This count shows the type of vehicle, all the turning movements and pedestrian crossings.

The investigation also included a review of the past accident experience for more than a six-year period from January 1, 1970 to March 31, 1976. During this time there were thirteen reported accidents of which seven involved injuries. There were no fatalities. Seven of the accidents were of a type that might have been prevented by the installation of a traffic signal.

Comparing the traffic volume and the accident information to the warrants described in the Manual on Uniform Traffic Control Devices indicates that one of the warrants for traffic signal installations is met; because of this, it has been placed on our priority list. However, when the conditions at this intersection are compared with conditions at other intersections statewide, it is rather low on the priority list.

In allocating our limited funds, we must make those improvements indicated as most critical on the priority list. I'm sorry I can't be more encouraging, but we will continue monitoring this and other intersections to keep abreast of changing conditions.

Sincerely,

H. S. Coulter
State Highway Engineer

cc L. T. Harper

MARLETTE, MICHIGAN
AMERICUS, GEORGIA
LEWISTOWN, PENNSYLVANIA
GREAT BEND, KANSAS
HERMISTON, OREGON
STRATFORD, ONTARIO

Marlette
HOMES, INC.

MCC
EXCELLENCE

400 ELM STREET
HERMISTON, OREGON 97838

December 17, 1976

H. S. Coulter
Oregon State Hwy Div.
Highway Building
Salem, Oregon 97310

Dear Mr. Coulter,

I've just received a copy of your letter from Mr. Tom Harper pertaining to the traffic signal at the intersection of Elm and N. First streets.

I thoroughly sympathize with the situation you are encountering regarding funding for the various projects stated in your letter. Nevertheless, it is my opinion that this particular intersection needs your utmost attention.

I do not know at this writing if you have studied this intersection or have any data on the amount of traffic in this area. But it IS a designated truck route crossing a main highway and an intersection that must be used by many employees of the various manufacturers and businesses in this locale.

In conclusion, it is my feeling that the tremendous growth and increased traffic of this Hermiston area warrants immediate review of this request and a higher priority listing for it.

Sincerely,

MARLETTE HOMES, INC.

Norv Roberts
General Mgr.
Northwest Div.

cc: file
Tom Harper

RECEIVED
STATE HWY ENGR
DEC 20 '76
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
DEC 20 1976
Office of
Assistant State Highway Engineer

AMERICA'S MOST COMPLETE LINE OF *FAMILY PLANNED* HOMES

8680

8

December 10, 1976

Mr. L. T. Harper
City Manager
295 East Main Street
Hermiston, OR 97838

Dear Tom:

1510-S

This will acknowledge your December 1 letter regarding the need for a traffic signal at the intersection of Elm Avenue and North First Street. You forwarded a letter from the manager of Marletta Homes, Inc., which urged a signal installation.

As you know, although this intersection is on the statewide traffic signal priority listing, it unfortunately rates rather low. Our funds for this type of work are almost nonexistent and, as a result, this intersection is not progressing toward the top of the priority list. Mr. Klaboe wrote to you in June 1975 indicating there were over $1 million worth of projects on this listing--there are now well over $2 million worth of projects on the list.

As you can see, unless the funding situation improves, we simply do not have the money to install traffic signals at this intersection. I certainly understand your concerns and those of Mr. Roberts. I'm sorry I can't give you a more encouraging response.

It is always good to hear from you, Tom. Best wishes for the holidays.

Sincerely,

H. S. Coulter
State Highway Engineer

RDT:rj HSC:ia

bc E. S. Hunter
R. L. Schroeder
L. E. George
W. E. Schwartz

city of hermiston

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

December 1, 1976

Mr. Scott Coulter, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Coulter:

I received this letter from the manager of Marlette Homes concerning the traffic congestion at Elm Avenue and N. First Street. Elm Avenue is the east-west truck by-pass and N. First Street is Highway 395.

You are aware that the City has been endeavoring to have this intersection, among others, fully signalized to correct these major traffic congested intersections here in the City of Hermiston. This particular intersection is becoming very, very acute; and as you can see by this letter from Mr. Roberts, the population and employees in this area are now having meetings concerning this traffic problem. There is a great deal of correspondence to your department concerning this subject matter during the past few years; and, hopefully, we are reaching the top of the priority list for state traffic signalization installations.

Your personal attention and review of all the data and investigations that have been made in the past would be appreciated. I would appreciate a written response to this communication so it can be relayed on to the employees of Marlette Homes and other citizens in the area.

Sincerely yours,

L. T. Harper

L. T. Harper
City Manager

LTH/pat

Enclosure

CC: W. E. Schwartz

RECEIVED
STATE HWY ENGR
DEC 2 '76
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED

MARLETTE, MICHIGAN
AMERICUS, GEORGIA
LEWISTOWN, PENNSYLVANIA
GREAT BEND, KANSAS
HERMISTON, OREGON
STRATFORD, ONTARIO

Marlette

HOMES, INC.

400 ELM STREET
HERMISTON, OREGON 97838

November 24, 1976

Mr. Tom Harper
City Of Hermiston
Hermiston, Oregon 97838

Dear Tom,

This letter is to reiterate my thoughts and the feelings of Marlette employees on the traffic problem which exists at Elm and North First streets.

Due to the growth in the Hermiston area, traffic movement has created major problems at this location. It is my understanding that the hazards created here are recognized not only be Marlette Homes but also by other businesses in this area.

I have again been approached by Marlette employees to find an answer to this situation. They state that at times it is almost impossible to cross or enter this intersection; upon checking out the area at our quitting time (2:30 daily) I have verified it is a hazardous situation.

In the interest of safety for both Marlette employees and other motorists at this intersection, my personal recommendation is the installation of a traffic signal.

If you can offer us any suggestions or assistance to correct this traffic problem, we will be grateful.

Thanking you in advance for your attention to this, I remain

Sincerely,

MARLETTE HOMES, INC.

Norv Roberts

Norv Roberts
General Mgr.
NW Division

NR/b
cc: Sherm Fountain
Production Management Committee, Del Kuhn-chrm.

8680

GENERAL FILES

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
July 23, 1976

FROM: L. E. George
Traffic Engineer

TO: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Title II, Section 209
Traffic Signals
Umatilla-Stanfield Hwy. No. 54
at Elm Avenue, M.P. 4.84
Jennie Avenue M.P. 5.09
Orchard Avenue M.P. 5.53

We have reviewed the subject intersections for possible Title II, Section 209 funding. These three locations have benefit/cost ratios that are low and they probably won't be fundable under the new Federal Highway Safety Act. However, all three of these locations will be placed on our hold list for possible future funding.

L E George

L. E. George
Traffic Engineer

WB:rj

cc: W. E. Schwartz

RECEIVED
JUL 27 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8680

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
July 14, 1976

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signals
Umatilla-Stanfield Hwy. No. 54
City of Hermiston

TO: R. L. Schroeder
Assistant State Highway Engineer

NOTED
H. S. COULTER

We have reviewed the intersections of the Umatilla-Stanfield Highway with Elm, Jennie, Orchard and Highland Avenues in the City of Hermiston with respect to traffic signal warrants. At the present time, the Elm Avenue and Jennie Avenue intersections meet only the Interruption of Continuous Traffic Warrant, while the intersection of Orchard Avenue with Highway 54 meets both the Minimum Vehicular Volume Warrant and the Interruption of Continuous Traffic Warrant. Although all three of these locations are on the signal priority list, as you are probably aware there presently are no funds available for the installation of these signals. We are presently looking into the possibility of funding these signals with Title II funds. As soon as we determine whether or not these signals qualify for Title II funding, we will notify you.

The intersection of Highland Avenue with the Umatilla-Stanfield Highway nearly met signal warrants in April of 1975. It is expected that with the opening of a new shopping center complex in the southwest quadrant of this intersection that traffic signal warrants will be met. For this reason we are presently seeking an agreement with the shopping center developers to have them pay the installation costs of a two-phase fully-actuated traffic signal at this intersection.

L. E. George
Traffic Engineer

DW:rj

RECEIVED
STATE HWY ENGR
JUL 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sig	Act	File

RECEIVED
JUL 15 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
R.D. TRYGSTAD

July 2, 1976

Mr. L. T. Harper
City Manager
295 East Main Street
Hermiston, OR 97838

Dear Tom:

I appreciate your comments concerning my recent appointment as State Highway Engineer. I have always enjoyed the relationships we have had with the City of Hermiston and I'm certain these relationships will continue to be just as enjoyable in the future.

As you know, I am aware of the need for the Hermiston-Stanfield project and hope our funding will permit its construction in the not too distant future.

Yellow
cov 81-4
[illegible]

I'll follow the progress of the signal projects--we're also looking for possible funding for these projects. You are aware that contracting any projects will depend on the availability of funding.

NOTED
E. GEORGE

Thanks again for your thoughtfulness. I appreciate having your comments.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

RECEIVED
JUL 6 1976
TRAFFIC ENGINEERING

HSC:ia

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
W. E. Schwartz

NOTED
R. L. SCHROEDER

RECEIVED
JUL 6 1976
Office of
Assistant State Highway Engineer

Form 81-734-3123

city of hermiston

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

RECEIVED
STATE HWY ENGR
JUL 2 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

July 1, 1976

Mr. Scott Coulter, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Scott:

First of all, may I congratulate you for your appointment to the highway administrator's position. Needless to say, this position represents a real responsibility, and I am sure - without doubt - that you will fill those shoes and do an excellent job.

You are probably aware that the Hermiston area is experiencing a very rapid growth. Among many of the problems that are being created, one of the most paramount is that of the need to improve Highway 395 through the Hermiston area.

The Northeastern Oregon Roads Association together with local governmental entities have in the past been working with Fred Klaboe and Glenn Jackson to seek solutions to this highway problem. On several occasions, the group has visited with Mr. Jackson in his office and also with Mr. Klaboe concerning this subject matter.

Highway 395 was originally placed on the agenda to be improved under the $150,000,000 bond issue that was let back in the early 1970s. All of the projects so listed to be improved under this bond issue were completed except Highway 395.

Visitations by delegations from this area to the State Transportation Commission meetings have been realized, and the State's obligation to improve this highway has been recognized. Financial funding for this project, we realize, will be difficult; but it is our understanding that a concerted effort will be made by the Highway Division and the Department of Transportation to fulfill their promised obligation.

NOTED
L.E. GEORGE

We have received a recent traffic count taken by your department that will be incorporated into the annual traffic count document which is assembled by your department. We are enclosing a copy that was forwarded to us concerning the results of this traffic count along Highway 395 and also Highway 207 in the Hermiston area. I have penciled in the previous ADT count and have shown the ADT vehicular count increase and also the per cent of increase for each recording station. You will note that there has been an approximate average of 30% increase in traffic volumes during the last year.

Scott Coulter
July 1, 1976
Page 2

It might be of interest to you that the city council passed a resolution which prohibits any parking along the entire length of 395 through the City of Hermiston together with the creation of a 16 foot center turnout lane which has reduced the traffic congestion on this highway through the community.

We have been working with Mr. Klaboe and your traffic safety division concerning the dire need for signalized intersections to be created at Elm Avenue (truck bypass route), Jennie Avenue and Highland Avenue intersections along 395. Each of the above described intersection traffic movements meet your criteria, and it is my understanding that Elm and Jennie intersections have now reached a high plateau on your priority list. I am also enclosing a copy of the latest vehicular movements at the Elm Avenue truck route intersection that were taken this last May. I am also including a copy of an article that appeared in the "East Oregonian" concerning the traffic problems along Highway 395 in the Hermiston area. Pat Schwartz has visited about this problem on many, many occasions, and he is well aware of the need for these improvements on Highway 395.

I am sure that you are a very busy person stepping into your position, but we here in the Hermiston area would appreciate any effort you may find time to give to this badly needed improvement here in our area. Again, may I congratulate you on your new position, and I would like to assure you the people in this area will cooperate and work closely with you and your department on highway problems in this area.

Sincerely yours,

L. T. Harper

L. T. Harper
City Manager

LTH/pat

Enclosures 3

CC: Pat Schwartz

use Harper's [illegible] name

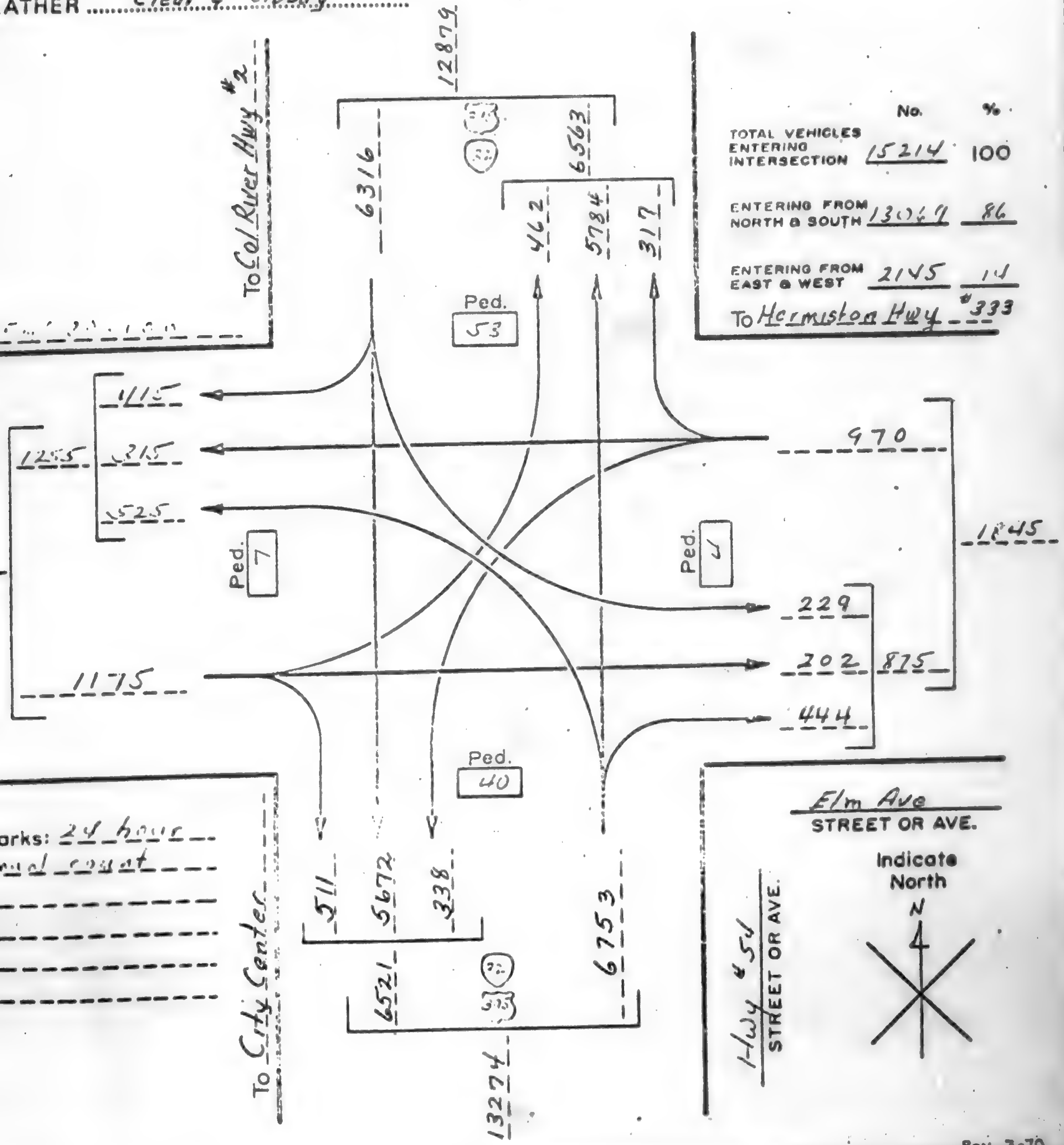
Thanks for congratulations
As he knows I am aware of the
Hermiston Stanfield project and hope our
funding will permit its construction
I will follow progress of signal
projects

EGON STATE HIGHWAY DIVISI
AFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

TE May 24, 25 & 26 1976
Y OF WEEK Mon, Tue & Wed
TUAL COUNT (VEH.) 24 HRS.
URS COUNTED 6A - 6A
DESTRIAN COUNT 24 HRS.
URS COUNTED 6A - 6A
ATHER Clear & Cloudy

CITY OR COUNTY Hermiston
INTERSECTION OF Umatilla-Stanfield
Hwy #54 & Elm Ave
MILE POST 4.84
CLASSIFICATION All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	15214	100
ENTERING FROM NORTH & SOUTH	13069	86
ENTERING FROM EAST & WEST	2145	14

arks: 24 hour
ual count

Rev. 3-70

CITY OF HERMISTON

Umatilla-Stanfield Highway No. 54 (395)

1974	Mile Post	increase	Location Description	1976 ADT (Preliminary)	% increase
[illegible]	4.32	1,700	North City Limits of Hermiston, 0.01 mile north of Theatre Lane	10,200	20.0 %
9,700	5.08+	2,800	0.01 mile north of Jennie Avenue	12,700	28.3 %
9,900	5.10+	2,500	0.01 mile south of Jennie Avenue	12,400	35.3 %
10,100	5.39+	2,300	0.01 mile north of Hermiston Highway (ORE207) North Junction	12,400	22.8 %
10,200	5.41+	1,900	0.01 mile south of Hermiston Highway (ORE207) North Junction	12,100	18.6 %
8,000	5.47+	2,500	0.01 mile south of Hermiston Highway (ORE207) South Junction	10,500	31.3 %
6,200	5.58+	2,200	0.01 mile north of Newport Avenue	8,400	35.5 %
5,900	5.60+	2,100	0.01 mile south of Newport Avenue	8,000	35.6 %
5,900	5.86+	2,400	0.01 mile north of Highland Avenue	8,300	40.7 %
4,700	6.03+	1,700	0.01 mile northwest of 4th Street	6,400	36.2 %
4,500	7.80+	1,200	South City Limits of Hermiston, 0.86 mile southeast of road to Airport	5,700	26.7 %

Mile Post indicates distance from Columbia River Highway, US730, near Umatilla.

CITY OF HERMISTON

Hermistion Highway No. 333 (207)

1974	Mile Post	Location Description	1976 ADT (Preliminary)	% increase
2,950	6.16	East City Limits of Hermiston on Hermiston Blvd.	3,100	+ 5.1%
3,350	6.61	0.01 mile southwest of 8th Street, on Hermiston Blvd.	3,450	+ 3.0%
4,300	6.76	0.01 mile west of 7th Street, on Main Street	4,900	+ 14.0%
5,300	6.97	0.01 mile east of Fourth Street, on Main Street	6,000	+ 13.2%
6,300	6.99	0.01 mile west of Fourth Street, on Main Street	6,900	+ 9.5%
6,800	7.23	0.01 mile east of Umatilla-Stanfield Highway (US395)	7 6,200	5.9%
		M.P. 7.24 to M.P. 7.30 common with the Umatilla-Stanfield Hwy. (US395)		
5,900	7.31	0.01 mile west of Umatilla-Stanfield Highway (US395)	6,600	11.9%
5,500	7.54	0.01 mile east to West Fourth Street	6,000	9.1%
4,200	7.91	0.01 mile west of Butte Drive	4,800	14.3%
3,400	8.33	0.01 mile east of Butter Creek Road . . .	4,100	20.7%
3,050	8.46	0.01 mile south of Orchard Avenue	3,800	24.6%
2,350	9.08	South City Limits of Hermiston	3,000	27.7%

Mile Post indicates distance from Columbia River Highway, US730.

1859

OREGON STATE
HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-317

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 21, 1976

L. T. Harper
City Manager
City Hall
Hermiston, Oregon 97838

Dear Mr. Harper:

We have completed the traffic counts on the State highways in the Hermiston area. Attached is a list of these counts. Since it is so early in the year, the traffic volume figures are preliminary and only estimates of the 1976 ADT's. Although Elm is not on the list, it appears that the ADT 0.01 mile north of Elm Avenue would be approximately 100 ADT less than the ADT north of Jennie.

Sincerely,

W. E. Schwartz
Regional Engineer

By

Bob Aldrich
Regional Office Engineer

BA:je
Attachment

Form 81-734-3122

Traffic Problems Plague Elm

By TORRIE McALLISTER
Of The East Oregonian

HERMISTON — Reher's Economy Service station stops pumping gas at 2:30 every afternoon.

That's when Marlette Mobile Home Manufacturing lets out. Workers start driving through the gas station in an effort to avoid the congested street crossing at Elm Avenue and Highway 395.

"Out of 16 bells, two will want gas," said a frustrated attendant. "We just give up and quit pumping for a half hour."

Elm is a truck route and Highway 305 is the main route between Interstate-80 and the Columbia River. Everyone agrees the intersection needs lights. Accidents are common.

But lights would cost an estimated $44,000 — more money than the City of Hermiston has to spend, said Tom Harper, city manager.

The state highway division has tentatively agreed to put up lights five years from now during the 1980-81 fiscal year. But that seems like a long wait to gas attendants at Reher's and to motorists who drive Highway 395.

The light at Elm is just one of the highway hazards that exist on Hwy. 395 — one of the many that probably won't be remedied for several years.

"The existing roadway is narrow, rough, generally unsafe and totally ill-suited to the traffic volumes currently experienced," William Penney, manager of the Port of Umatilla told the State Dept. of Transportation at a recent hearing on the state's proposed six-year construction plan.

"Traffic levels expected to result from new activities now being developed, make it mandatory that a four-lane roadway be provided between I-80 and Highway 730," Penney said.

Many here agree with Penney, but unless the highway department changes its plans, it will be a long time before drivers have a four-lane highway.

The highway running between Stanfield and Hermiston is scheduled for some improvements in 1978, though it will probably be a wide two-lane — not a four-lane — road.

UMATILLA

The highway between Hermiston and Umatilla — where a busy commercial strip has developed — is not scheduled for any improvements in the next six years.

A change is possible. The transportation commission is scheduled to adopt the six-year plan at a meeting June 29. The highway staff says some revisions will be made then based on testimony from the public hearings.

"We certainly heard a lot of comment that the Umatilla stretch should be included in the program," said W.E. (Pat) Schwartz, state highway engineer for this region.

Top level highway officials have visited the area and are aware of the problems, he said.

But the state highway budget is very tight, said Schwartz. If more improvements are scheduled for Hwy. 395, another project will have to be dropped that has already been given a high priority.

As businesses have grown between Hermiston and Umatilla, the amount of "stop and go" traffic has increased.

Highway crews are surveying the highway so that a four-lane road with a center
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As businesses have grown between Hermiston and Umatilla, the amount of "stop and go" traffic has increased.

Highway crews are surveying the highway so that a four-lane road with a center turning lane can be designed. The state already owns most of the right-of-way that will be needed.

As soon as construction can be funded, the project should be ready to go, Schwartz said.

STANFIELD

According to the plan, the highway between Stanfield and Hermiston should be improved in 1978.

The project will cost an estimated $4.9 million and includes money for right-of-way purchase to make the road four-lanes. The road probably won't be widened significantly Schwartz said.

Tentative plans are to make a wider two-lane road that doesn't have the curves and hills that now interfere with visibility.

The Stanfield project has been scheduled for improvements before, but the state said funds ran out.

The six-year plan is only a guide and because a project gets scheduled doesn't guarantee it will be funded, Schwartz said.

MONEY

The highway divisions budget has not kept up with inflation, Schwartz said.

After the Arab oil boycott, economy cars offered better gas mileage so gas consumption has not increased as fast as it had in previous years. At the same time inflation has increased highway construction costs by 20 per cent, Schwartz said.

Also the state police share of the highway fund has increased by over 500 per cent. This cut into construction revenues because the highway fund grew by only 82 per cent.

The gas tax hasn't gone up since 1967. A one cent increase was approved by the legislature, but people petitioned to have the matter referred to voters.

The fate of the increase will be decided at the November election.

HWY. 395 CRITICAL

Penney explains that the traffic problem on Highway 395 is critical because the

roblems Plague Elm Stre

highway division ly agreed to put e years from now 980-81 fiscal year. ns like a long wait ndants at Reher's urists who drive).

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STANFIELD

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The project will cost an estimated [illegible] million and [illegible] for right-of-[illegible] to make the [illegible]. The road probably [illegible] be wide[illegible] significant[illegible]

[illegible]

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In [illegible]

[illegible]

"These problems here are [illegible]," [illegible]

[illegible] said.

8680

GENERAL [illegible]S

8

NOTED
H. S. COULTER

1859

OREGON STATE
HIGHWAY DIVISION
Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

January 20, 197~~5~~76

Mr. Earl Green
1550 Coburg Road
Eugene, Oregon 97401

Dear Mr. Green:

Attached is an analysis, prepared by our Traffic Engineering Section, of the improvements which would be necessary to provide safe access to and from the proposed Hermiston shopping center.

There are five specific improvements which we would require as conditions for permitting highway access. Additionally, there is a recommendation for a redesign of the parking lot which you should consider to improve the traffic flow from the parking lot at the southerly U.S. 395 access.

You would be required to pay for all of the required improvements. You would also be required to do all work required except installation of the traffic signal. This would probably be handled by a contract administered by Oregon State Highway Division. If this is agreeable to you, please advise and we will prepare the necessary agreements, permits, and plans to get this work under way.

Sincerely,

Wendell E. Schwartz
Regional Engineer

WES:sh
Attachments

cc H. S. Coulter/w/ copy traffic analysis
L. E. George
H. W. Oswald w/copy traffic analysis
John Hagedorn " " "

RECEIVED
JAN 21 1976
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
January, 1976

TRAFFIC ANALYSIS
Proposed Shopping Center
Stanfield-Umatilla Hwy. at Highland Avenue
Hermiston

Recommendation:

A review of the preliminary plans for the shopping center proposed for the vicinity of US395 and Highland Avenue in Hermiston indicates that the following improvements will be necessary to provide safe access to and from the shopping center:

1. US395 should be widened so that there are six traffic lanes between Highland Avenue and Fourth Street. There should be four through lanes, a center left-turn lane, and a southbound right-turn lane.
2. Highland Avenue west of US395 should be widened to provide width for four traffic lanes.
3. The shopping center access onto Highland Avenue should be moved as far to the west as possible to provide a minimum of 200 feet between this access and US395.
4. A two-phase fully-actuated traffic signal should be installed at the intersection of US395 with Highland Avenue.
5. The northerly access to the shopping center from US395 should be restricted to right turns in and out, with a concrete island to be installed if necessary.

A redesign of the parking lot in the vicinity of the southerly access to US395 would also result in an improvement to traffic flow.

Investigation:

The shopping center as proposed is located in the southwest quadrant of the intersection of the Stanfield-Umatilla Highway (US395) and Highland Avenue in south Hermiston. It is bounded on the west by the railroad tracks, on the north by Highland Avenue, on the northeast by US395, and on the east by Fourth Street. A total building area of 160,000 square feet is proposed, with 742 parking spaces for customers and employees.

The preliminary plan shows an access onto Highland Avenue about 100 feet west of US395. There are two accesses proposed onto US395, and an access onto Fourth Street. The major access to the shopping center is the southerly US395 access.

A traffic count made in April, 1975 showed a total of 5,800 vehicles on the south leg of the intersection of US395 with Highland Avenue. There were 3,700 vehicles on the west leg, with 1,200 eastbound vehicles making the left turn from west to north. This was the heaviest turning movement in the intersection. A traffic signal warrant comparison indicates that the minimum vehicular volume warrant for installation of a traffic signal at this intersection is nearly met.

The existing speed zone on this section of US395 is 35 MPH.

Analysis:

It is estimated that when this shopping center is fully developed, there will be a total traffic volume of 8,000 vehicles entering and leaving. The peak hour volume is estimated to be 760 vehicles of which about 400 would be outbound from the shopping center.

It is expected that construction of this shopping center will increase traffic volumes on Highland Avenue to the extent that traffic signal warrants will be met. It is therefore recommended that a two-phase fully-actuated traffic signal be installed at this intersection. Traffic volumes do not warrant left-turn signal phases, and it is not believed that construction of the shopping center would significantly increase left turns off of US395 at this intersection.

The traffic volumes projected to be generated by this shopping center appear to be sufficient to warrant the installation of a traffic signal if all this traffic were to use one entrance. However, installation of a signal on US395 in addition to one at Highland Avenue would cause serious operational problems.

A traffic signal installed at the southerly access to US395 would be too close to a signal at Highland Avenue to provide for progressive movement between the two signals. If signals at both these locations were actuated to minimize traffic delay, traffic would often be required to stop at both signals, thus creating a potential for rear-end collisions. A traffic signal located at Fourth Street would result in better traffic operation, but it is doubtful whether the majority of the shopping center traffic, which is destined to and from the north, would go out of the way to use the Fourth Street access. A traffic signal at Highland Avenue would, however, provide breaks in the traffic for vehicles attempting to use the two US395 accesses.

It is expected that a shopping center of this size will tend to generate additional commercial development in the vicinity of US395 and Fourth Street. If this is the case, an additional traffic signal would be more appropriate at the Fourth Street intersection than at a mid-block access to the shopping center.

Based on the likelihood of additional commercial development, and on the close proximity of the traffic signal recommended for Highland Avenue, it is recommended that an additional signal at one of the US395 accesses to the shopping center not be installed.

To provide adequate and safe access to the shopping center from US395, it is recommended that US395 be widened to allow for six traffic lanes between Fourth Street and Highland Avenue. There should be two northbound and two southbound lanes for through traffic on US395. There should also be a right-turn only lane for southbound traffic at both US395 accesses, and at Fourth Street. In addition, there should be a continuous center two-way left-turn lane, except that in the vicinity of the southerly access the center lane may be utilized as an interior acceleration lane for northbound traffic, so that vehicles making the west-to-north left turn can use the center lane as a storage lane while waiting for a gap in northbound traffic.

It is further recommended that the northerly access to the shopping center from US395 be restricted to right turns in and out from the shopping center parking lot. This restriction may require the installation of a raised concrete triangular-shaped island in the shopping center driveway. These restrictions would prevent hazardous left-turn maneuvers from the shopping center onto US395 at a point where there is not sufficient room for storage in the median due to the close proximity of the Highlane Avenue intersection.

The preliminary plans of the parking area show an intersection of an interior circulation lane with the southerly access immediately adjacent to US395. This is likely to result in congestion and increased difficulty in gaining access to US395. It is therefore suggested that the interior circulation plans be modified to provide a distance of at least 150 feet along the southerly access to US395 without any intersecting parking lanes.

In order to maximize the benefits to the shopping center of a traffic signal at Highland Avenue and US395, as many vehicles as possible should be encouraged to use the northerly access onto Highland Avenue. It is therefore recommended that this northerly access be redesigned to serve as a major entrance and exit to the shopping center. To accomplish this, it is necessary that a sufficient distance be provided between the access and US395 so that cars exiting from the shopping center will be able to move into the left-turn lane on Highland Avenue to make a left turn onto US395. The present distance, which is about 100 feet, is not sufficient. This access should be moved as far to the west as possible, but a minimum of 200 feet from US395. It is recognized that this may eliminate some parking spaces, but it should result in an overall improvement to access to the shopping center.

It is also recommended that Highland Avenue be widened to provide for four traffic lanes. There should be one westbound lane, a continuous two-way center left-turn lane, one eastbound lane, and one eastbound right-turn lane at US395. The right-turn lane need not extend more than about 100 feet from US395.

TL:rj
1-12-76

8680 8

FOR[illegible] 81-7 '4 30[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January 12, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: W. E. Schwartz
Region V Engineer

SUBJECT: Proposed Shopping Center
US395 at Highland Avenue
Umatilla-Stanfield Hwy. No. 54
Hermiston

Enclosed is a traffic analysis of the proposed shopping center on the Umatilla-Stanfield Highway in Hermiston.

Due to operational and safety problems which often occur when signals are located closely adjacent, we are recommending the installation of only one signal at this time on US395 in the vicinity of the shopping center. We believe that this, in combination with the other improvements recommended in the report, should provide safe and adequate access to the shopping center.

If you need any further assistance, please let us know.

L E George

L. E. George
Traffic Engineer

TL:rj
cc: Harry Oswald
R. L. Schroeder

RECEIVED
JAN 13 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. [illegible]

8680

9

May 9, 1975

Robert W. Straub
XXXXXXXXXX

Mr. L. T. Harper
City Manager
City Hall
Hermiston, Oregon 97838

Dear Mr. Harper:

We have completed traffic signal investigations on the Umatilla-Stanfield Highway in Hermiston at Elm, Jennie, Orchard and Highland Avenues as you recently requested.

Our study indicates that Elm and Orchard Avenues meet traffic signal warrants, and confirms that Jennie Avenue meets signal warrants as was determined in a previous investigation. Highland Avenue falls short of meeting signal warrants.

The Jennie Avenue intersection is on our statewide priority listing for the installation of traffic signals as indicated in a letter of September 24, 1973. We will also add Elm and Orchard Avenues to this list.

Our investigation disclosed that the offset of the east and west approaches at the Jennie Avenue intersection could result in operational problems if a traffic signal is installed. We therefore recommend that you look into the possibility of relocating one or both Jennie Avenue approaches to eliminate or reduce the offset.

A review of the accident history at Jennie Avenue over the past five years reveals that there have been a large number of rear-end and turning collisions related to left turns off of 1st Street. The installation of a traffic signal could worsen this problem. To alleviate this situation, it would be desirable to install left-turn refuges on 1st Street at Jennie Avenue prior to installation of a signal. This would require the prohibition of parking on 1st Street for about one block north and south of Jennie Avenue. You may wish to investigate the feasibility of such a parking prohibition. If you decide to install the left-hand refuge, please contact our Regional Engineer in La Grande, Pat Schwartz, and he will do the signing and striping necessary.

There is currently a large number of intersections on our signal priority list awaiting funding. The list totals over $1,000,000 so we will not be able to finance these three signals in the near future; however, if conditions change significantly, we will re-evaluate the ordering of these signals on our priority list.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

TL:rj js

bc: F. B. Klaboe
A. E. Johnson
L. E. George
W. E. Schwartz w/att.

TRA 7-6-1
Hermiston

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
SALEM, OR 97310

DATE March 17, 1975

TO MEMO TO FILE

FROM L. E. George
Traffic Engineer

NOTED
E. S. HUNTER

SUBJECT Request for Traffic Signals
City of Hermiston

This letter is to serve as a file record that the Highway Division has received a request from the City of Hermiston to conduct traffic signal investigations at the intersections of the Umatilla-Stanfield Highway with Elm Avenue, Jennie Avenue, Hurlburt-Orchard Avenues and Highland Avenue.

The Traffic Section will conduct these investigations, and by a copy of this memo, I am asking the Region Office to obtain the necessary manual traffic counts at each of these locations.

LEG:pb

cc: R. L. Schroeder
E. S. Hunter
W. E. Schwartz
C. I. Vistica

RECEIVED
MAR 18 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8680

GENERAL FILES

Cross Referenced To:

September 24, 1973

Mr. L. T. Harper, City Manager
City of Hermiston
295 East Main Street
Hermiston, Oregon 97838

Dear Mr. Harper:

Another investigation of the need for installing traffic signals on the Umatilla-Stanfield Highway at Elm and Jennie Avenues in the City of Hermiston has recently been completed.

As a result of this study, it was found that the standard warrants for the installation of traffic signals are not met at the Elm Avenue intersection, but the interruption of continuous traffic warrant is met for the eight hours required at the Jennie Avenue intersection. Since this warrent is met, we will add the Jennie Avenue intersection to our statewide priority list for the installation of traffic signals.

As it has been in the past, funds for the installation of traffic signals are not currently available to meet the demand for signal installations at locations where the warrants are met. It, therefore, appears that we will not be able to finance the installation of a traffic signal at Jennie Avenue until quite some time in the future.

These intersections will be kept under surveillance, along with periodically re-evaluating our priority list for signal installations.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

DKH:ds jf
bc:
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
L. E. George
H. S. Cox
W. E. Schwartz

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
September, 1973

REPORT OF SIGNAL WARRANT INVESTIGATION
Umatilla-Stanfield Hwy. No. 54
Elm Ave. to Jennie Ave.
M.P. 4.84 to M.P. 5.09
Hermiston

Recommendation:

As a result of this investigation it is recommended that traffic signals not be installed at Elm Avenue, and it is recommended that signalization of Jennie Avenue be placed on the statewide signal priority listing. These recommendations are based upon signal warrants not being met at Elm Avenue and barely being met at Jennie Avenue. In the case of Jennie Avenue, the traffic counts the signal warrants are based upon, were made in August and the August ADT is normally 118 to 120 percent of the average annual ADT. It would be well to monitor this intersection prior to the commitment of funds for signalization.

Historical Background:

Hermiston has a population of 5175 and does qualify for 70% of standard warrant under 10,000 population.

Investigation:

The investigated portion extends from M.P. 4.84 to M.P. 5.09 and has no existing signalized intersections.

For the purpose of this investigation, two intersections were selected for traffic signal warrant analysis. None of these have existing signals or beacon installations.

Intersection	Total Entering Volume 1/	Cross Street Volume 1/	Pedestrians Crossing Highway
1. Elm Ave.	8240	1287	41
2. Jennie Ave.	11,526	1379	90

1/ 16-Hour Volume

Intersection	Total Accidents From 1-1-67 to 5-31-73	Persons Injured	Persons Killed	Preventable Accidents 1/
1. Elm Ave.	8	7	0	4
2. Jennie Ave.	10	1	2	0

1/ Accidents within the latest 12 months which might have been prevented by traffic signals.

Intersection No: 1

Elm Ave. and Hwy. No. 54 (1st Street)

This intersection is a 4-way intersection with Hwy. No. 54 being the major street and Elm Ave. being the minor street. Parking is allowed on all approaches to the intersection.

Approach	Width	ADT	Peak Hr. Approach Vol.	
Hwy. No. 54	42 ft. north 68 ft. south	7000	808	VPH
Elm Ave.	31.5 ft. east 24 ft. west	1460	161	VPH

During the period 1-1-68 to 5-31-73 there were eight reported accidents. There were no fatalities but seven persons were injured. For the latest 12 months available, there were four accidents of the type preventable by a traffic signal.

70% of the standard warrants for interruption of continuous traffic are met for four hours of the eight hours required by the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition. Based upon traffic volumes and accident history and contingent on stop signs being maintained, the previously stated recommendations were made.

Intersection No: 2

Jennie Ave. & Hwy. 54 (1st street)

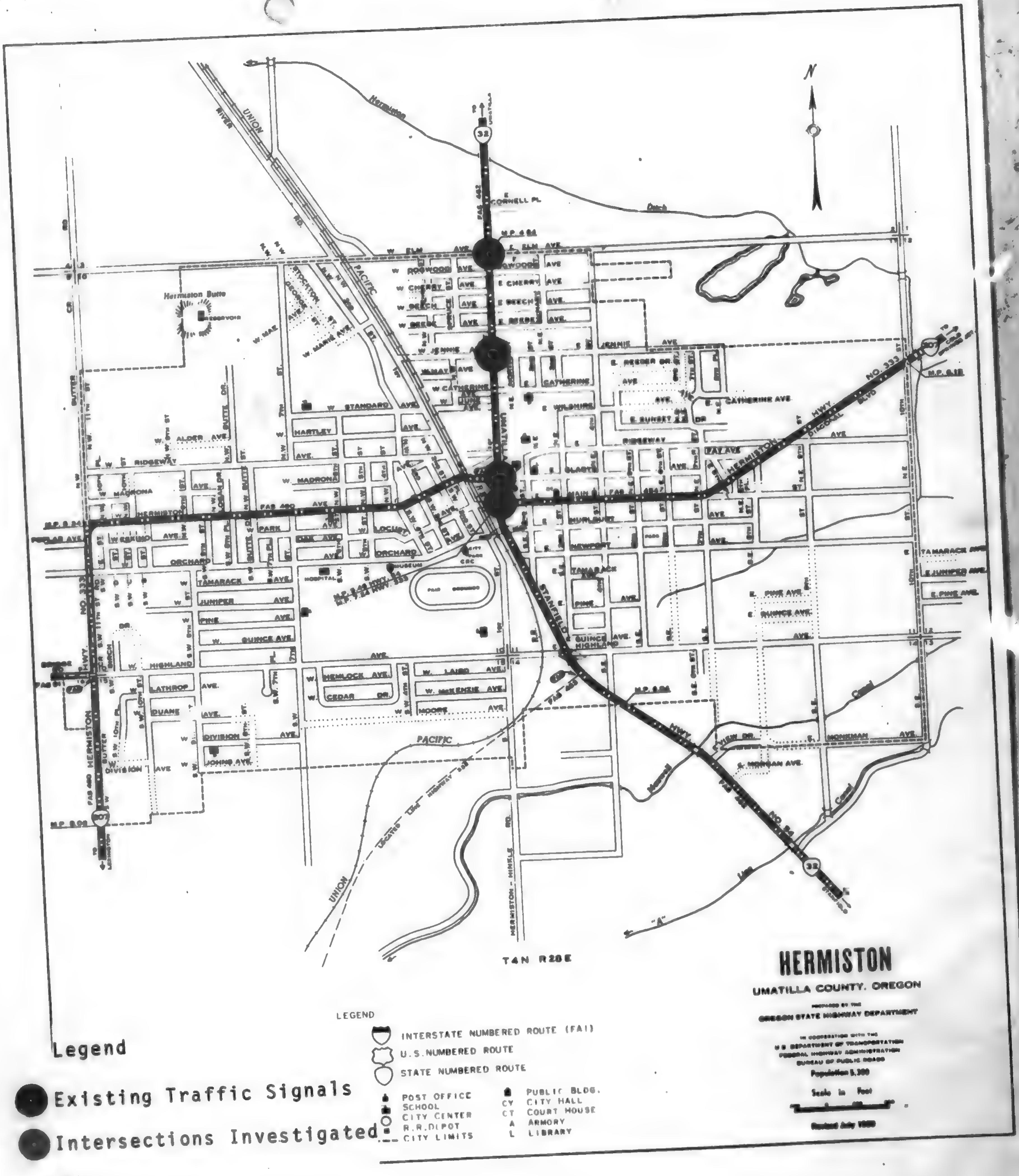
This intersection is a four-way intersection with Hwy. No. 54 being the major street and Jennie Ave. being the minor street. Parking is allowed on all approaches to the intersections.

Approach	Width	ADT	Peak Hr. Approach Vol.	
Hwy. No. 54	68 ft.	11,162	896	VPH
Jennie Ave.	34 ft. east 43.5 ft. west	1517	118	VPH

During the period from 1-1-67 to 5-31-73 there were 10 reported accidents. There were two fatalities and one person was injured. For the latest 12 months available, there were zero accidents of the type preventable by a traffic signal.

70% of the standard warrants for interruption of continuous traffic are met for the eight hours required by the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition. Based upon traffic volumes and accident history and contingent on stop signs being maintained, the previously stated recommendations were made.

DRW:du 9-18-73


N
UNION PACIFIC
Hermiston
Ditch
W ELM AVE
E ELM AVE
M.P. 4.64
CORNELL PL
DOGWOOD AVE
W CHERRY AVE
E CHERRY AVE
W BEECH AVE
E BEECH AVE
W BEEBE AVE
E BEEBE AVE
W JENNIE AVE
E JENNIE AVE
W CATHERINE
E CATHERINE AVE
W STANDARD AVE
HARTLEY AVE
ALDER AVE
RIDGEWAY
MADRONA
HERMISTON
FAS 490
PARK
LOCUST
ORCHARD
HOSPITAL
MUSEUM
TAMARACK AVE
JUNIPER AVE
PINE AVE
QUINCE AVE
HIGHLAND
LATHROP AVE
DUANE AVE
DIVISION AVE
JOHNS AVE
HEMLOCK AVE
CEDAR DR
LAIRD AVE
McKENZIE AVE
MOORE AVE
STANFIELD
HURLBURT
NEWPORT
E PINE AVE
E QUINCE AVE
E TAMARACK AVE
E JUNIPER AVE
HERMISTON HWY NO. 333
HWY NO. 54
DIAGONAL BLVD
MONEMAN AVE
M.P. 6.04
M.P. 5.24
M.P. 6.12
M.P. 6.08
Hermiston Butte
RESERVOIR
HERMISTON - HINKLE RD
T4N R28E
HERMISTON
UMATILLA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 5,300
Scale in Feet
Revised July
LEGEND
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Legend
Existing Traffic Signals
Intersections Investigated

1

2

3

4

TYPICAL VIEWS

Umatilla-Stanfield Highway No. 54
at Elm Avenue
Hermiston, Umatilla County

1. Looking north on the Umatilla-Stanfield Highway.
2. Looking west on E. Elm Avenue.
3. Looking south on the Umatilla-Stanfield Highway.
4. Looking east on W. Elm Avenue.

2

3

4

TYPICAL VIEWS

Umatilla-Stanfield Highway No. 54
at Elm Avenue
Hermiston, Umatilla County

1. Looking north on the Umatilla-Stanfield Highway.
2. Looking west on E. Elm Avenue.
3. Looking south on the Umatilla-Stanfield Highway.
4. Looking east on W. Elm Avenue.

3

4

TYPICAL VIEWS

Umatilla-Stanfield Highway No. 54
at Elm Avenue
Hermiston, Umatilla County

1. Looking north on the Umatilla-Stanfield Highway.
2. Looking west on E. Elm Avenue.
3. Looking south on the Umatilla-Stanfield Highway.
4. Looking east on W. Elm Avenue.

4

TYPICAL VIEWS

Umatilla-Stanfield Highway No. 54
at Elm Avenue
Hermiston, Umatilla County

1. Looking north on the Umatilla-Stanfield Highway.
2. Looking west on E. Elm Avenue.
3. Looking south on the Umatilla-Stanfield Highway.
4. Looking east on W. Elm Avenue.

1
2
3
4

TYPICAL VIEWS

Umatilla-Stanfield Highway No. 54
at Jennie Ave.
Hermiston, Umatilla County

1. Looking north on the Umatilla-Stanfield Highway.
2. Looking west on E. Jennie Ave.
3. Looking south on the Umatilla-Stanfield Highway.
4. Looking east on W. Jennie Ave.

2
3
4

TYPICAL VIEWS

Umatilla-Stanfield Highway No. 54
at Jennie Ave.
Hermiston, Umatilla County

1. Looking north on the Umatilla-Stanfield Highway.
2. Looking west on E. Jennie Ave.
3. Looking south on the Umatilla-Stanfield Highway.
4. Looking east on W. Jennie Ave.

3

4

TYPICAL VIEWS

Umatilla-Stanfield Highway No. 54
at Jennie Ave.
Hermiston, Umatilla County

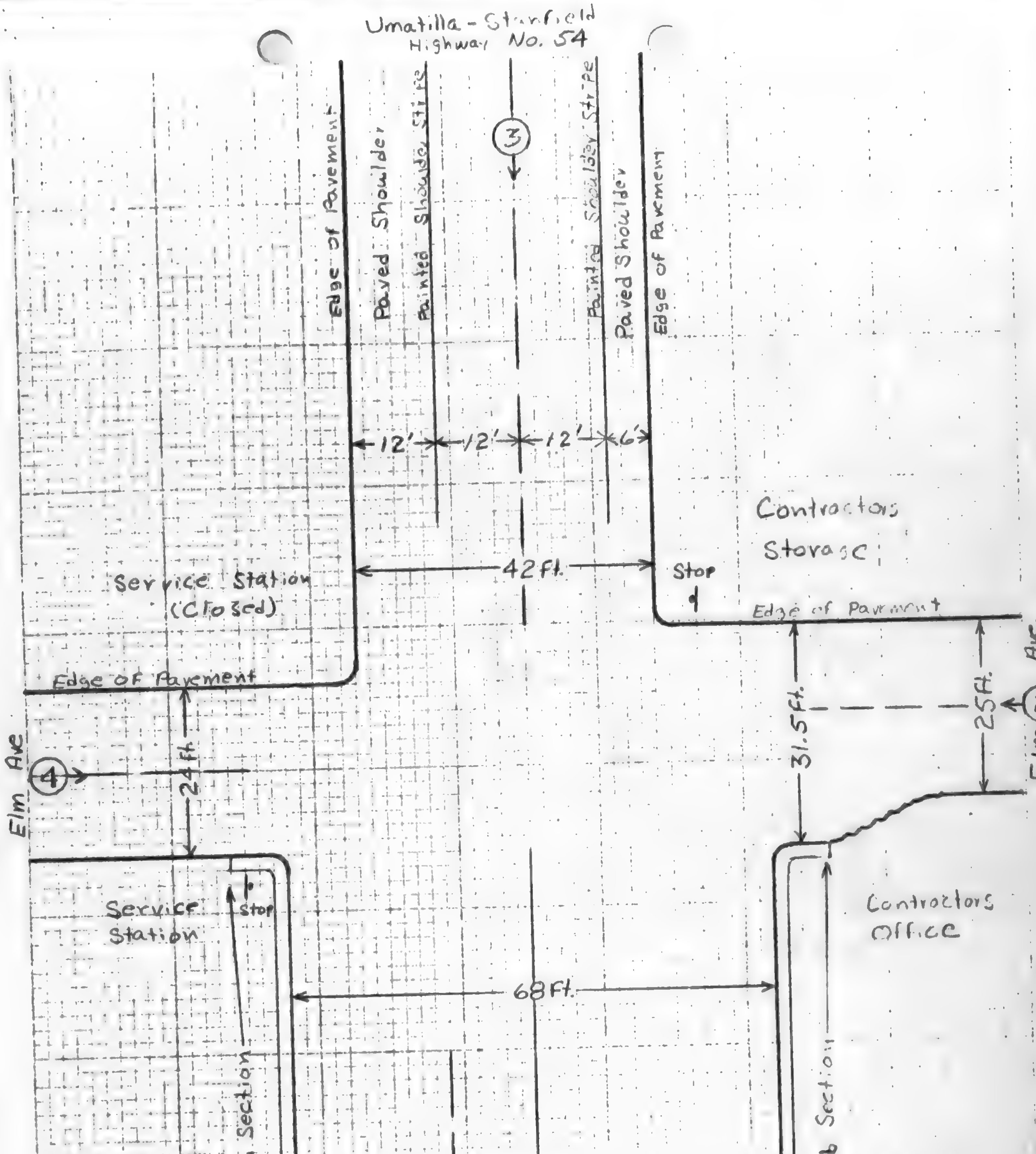
1. Looking north on the Umatilla-Stanfield Highway.
2. Looking west on E. Jennie Ave.
3. Looking south on the Umatilla-Stanfield Highway.
4. Looking east on W. Jennie Ave.

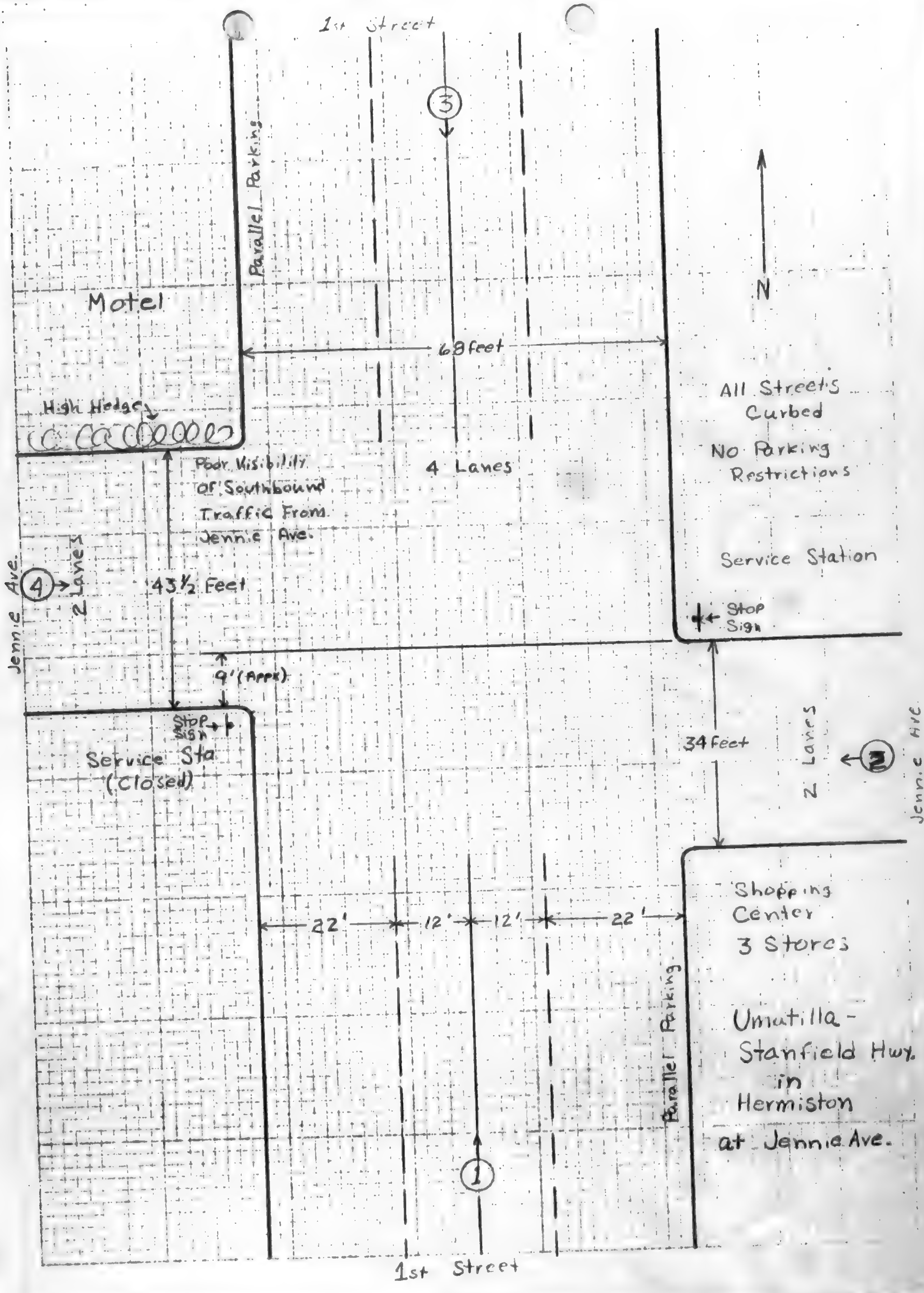
4

TYPICAL VIEWS

Umatilla-Stanfield Highway No. 54
at Jennie Ave.
Hermiston, Umatilla County

1. Looking north on the Umatilla-Stanfield Highway.
2. Looking west on E. Jennie Ave.
3. Looking south on the Umatilla-Stanfield Highway.
4. Looking east on W. Jennie Ave.


Umatilla - Stanfield
Highway No. 54
③
Edge of Pavement
Paved Shoulder
Painted Shoulder Stripe
Painted Shoulder Stripe
Paved Shoulder
Edge of Pavement
12'
12'
12'
6'
Contractors
Storage
Service Station
(Closed)
42 Ft.
Stop
Edge of Pavement
Edge of Pavement
Elm Ave.
②
25 Ft.
31.5 Ft.
Elm Ave
④
24 Ft.
Service
Station
Stop
Contractors
Office
68 Ft.
Curb Section
Curb Section
12'
12'
4 lane
①
Umatilla -
Stanfield Hwy
No 54
in
Hermiston
at
Elm Ave.


1st Street
③
Parallel Parking
Motel
N
68 feet
All Streets Curbed
No Parking Restrictions
High Hedge
Poor Visibility Of Southbound Traffic From Jennie Ave.
4 Lanes
Service Station
Jennie Ave.
④
2 Lanes
43½ Feet
Stop Sign
9' (Appx)
Stop Sign
Service Sta (Closed)
34 Feet
2 Lanes
②
Jennie Ave
Shopping Center 3 Stores
22'
12'
12'
22'
Parallel Parking
Umatilla-Stanfield Hwy. in Hermiston at Jennie Ave.
①
1st Street

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Hermiston
Umatilla - Stanfield Hwy. No. 54
M.P. 4.84 (Elm Avenue)

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	758	549	652	687	808	561	572	564
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	84	57	47	65	124	42	29	33
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	8	5	5	2	0	6	1	1

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	420		8
Minor Street	105		1
2. Interruption of Continuous Traffic:			
Major Street	630		4
Minor Street	52		4
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	420		8
Pedestrian Volume	105		0
4. Accident Experience:			
Preventable Accidents (last 12 months)		4	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		N/A	
Minimum Warrant		800	

Date of Traffic Count 29 & 30 May, 1973

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* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ____ standard warrants used.
__X__ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Umatilla-Stanfield Hwy. No. 54 at Jennie Ave.
Hermiston

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	746	693	704	844	834	896	804	720
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	74	91	66	68	88	75	97	71
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	11	5	1	6	8	0	10	1

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	420		8
Minor Street	105		0
2. Interruption of Continuous Traffic:			
Major Street	630		8
Minor Street	52		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	420		8
Pedestrian Volume	105		0
4. Accident Experience:			
Preventable Accidents (last 12 months)		1	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		NA	
Minimum Warrant		800	

Date of Traffic Count 8-27 &28, 1973

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* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

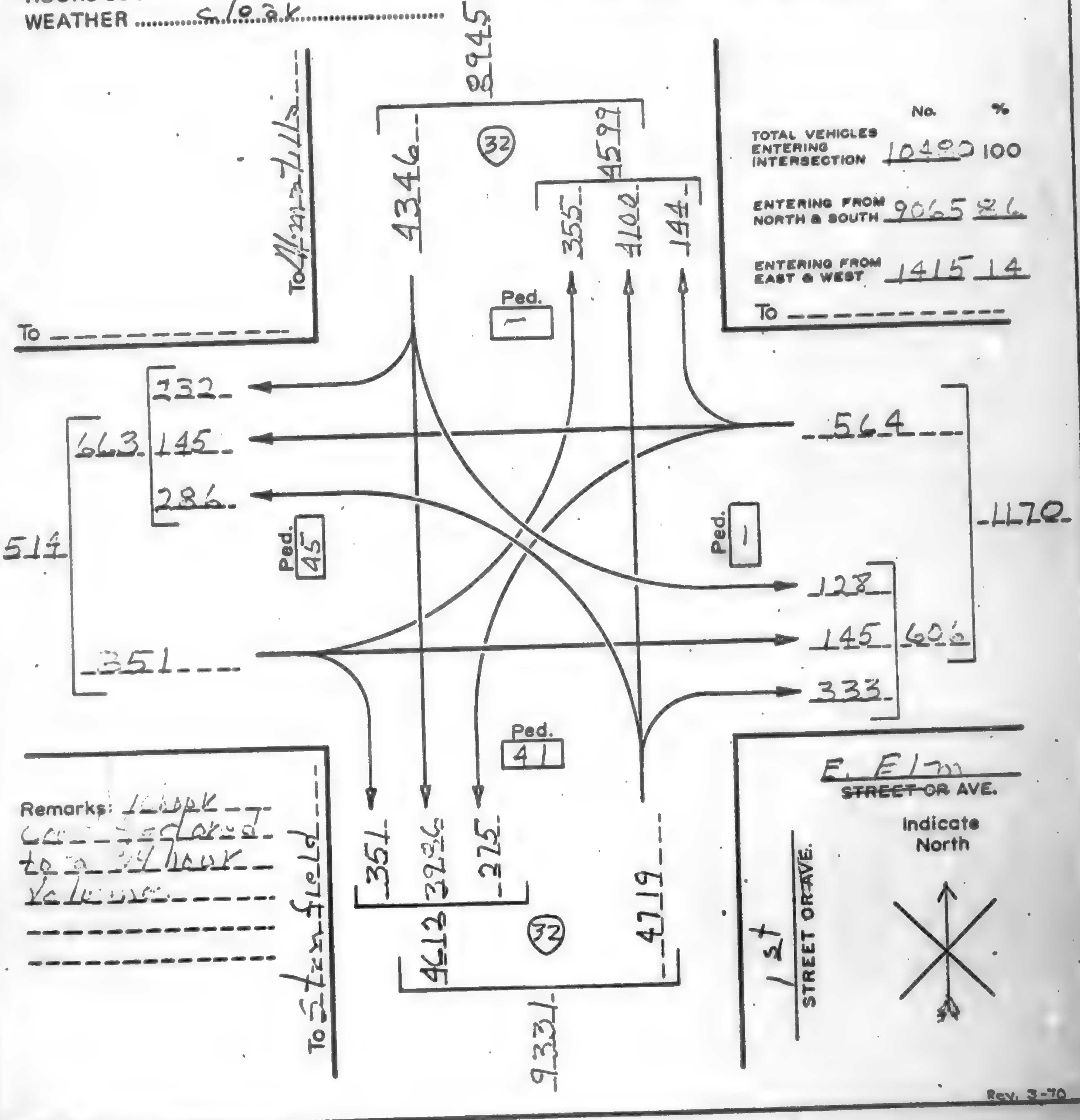
** ___ standard warrants used.
_X_ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON STATE HIGHWAY DIVISIO
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE May 29-30 1973
DAY OF WEEK Tuesday-Wednesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER clear

CITY OR COUNTY Hermiston
INTERSECTION OF Umatilla-Stanfield Hwy #54 & E. Elm Avenue
MILE POST 4.84
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10480	100
ENTERING FROM NORTH & SOUTH	9065	86
ENTERING FROM EAST & WEST	1415	14

To

Remarks: 16 hour count factored to a 24 hour volume

E. Elm ~~STREET~~ OR AVE.

1st STREET ~~OR AVE.~~

Indicate North

Rev. 3-70

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date May 29 30, 1973
Day of week Tuesday Wednesday
Hours counted 6AM to 7PM
Weather Clear

Classification All Vehicles

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West
A. M.	6:00- 7:00	4	6	12	9	94	76	12	5	17	7	10	20	273	213	78	60
	7:00- 8:00	5	7	8	26	102	154	6	8	12	18	11	11	368	298	81	70
	8:00- 9:00	3	7	8	17	157	152	8	9	16	10	8	11	408	341	84	67
	9:00-10:00	8	15	11	14	175	189	4	10	21	[illegible]	15	8	496	417	84	79
	10:00-11:00	6	5	12	16	225	217	7	5	20	[illegible]	15	10	540	472	87	68
	11:00-12:00	3	5	[illegible]	8	152	148	5	4	4	[illegible]	17	9	375	330	88	45
P. M.	12:00- 1:00	12	6	11	27	217	325	11	12	30	58	40	27	886	758	86	128
	1:00- 2:00	12	7	14	23	223	257	7	4	10	16	20	14	632	549	87	83
	2:00- 3:00	6	11	[illegible]	26	271	304	7	4	5	15	17	10	724	652	90	72
	3:00- 4:00	15	5	12	23	313	317	8	7	15	12	33	15	783	687	88	96
	4:00- 5:00	[illegible]	11	[illegible]	21	[illegible]	[illegible]	16	[illegible]	16	24	33	24	969	808	83	161
	5:00- 6:00	12	10	13	14	246	221	7	[illegible]	[illegible]	24	13	14	637	561	82	76
	6:00- 7:00	10	6	11	7	261	251	[illegible]	[illegible]	17	[illegible]	13	24	631	572	91	59
	7:00- 8:00	[illegible]	11	15	14	251	255	4	2	21	20	11	7	638	564	88	74
	8:00- 9:00	5	11	8	7	236	241	[illegible]	6	23	21	20	17	606	530	87	76
	9:00-10:00	4	6	6	15	221	210	3	3	15	14	21	23	561	488	87	73
	10:00-11:00																
	11:00-12:00																
A. M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
24-Hour total		128	144	232	255	3186	4100	145	145	275	333	351	286	10480	9045	86	141
2-Hour total		116	131	[illegible]	223	[illegible]	2121	122	132	250	303	319	260	9527	8240	86	12
__-Hour total																	
Control																	
Factor																	

1st St. is North and South

East Elm Ave St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Hermiston
Intersection [illegible] Hwy 54
[illegible]
Mile Post 4.54
Classification

ssification All Vehicles

West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
10	20	273	213	78	60	22	110	36	24	103			1	1
11	11	368	298	81	70	19	115	25	45	183				1
8	11	408	341	84	67	16	168	31	36	173			5	2
15	8	496	417	84	79	16	200	40	39	217			1	1 2
15	10	540	472	87	68	13	223	32	36	249			1	5
17	9	375	330	88	45	12	159	14	31	171			4	
40	27	886	758	86	128	14	346	44	54	412			2	7 1
20	14	632	549	87	83	13	260	26	57	287			1	5
17	10	724	652	90	72	10	323	25	47	329			3 3	4 1
23	15	783	687	88	96	12	341	31	65	346			2	2
[illegible]	24	969	808	83	161	17	391	37	124	417			3	
18	14	637	561	88	76	12	272	34	42	289			2	5 1
15	[illegible]	631	572	91	59	9	272	30	29	300				1
11	7	638	564	88	74	12	280	41	33	284				1
20	17	606	530	87	76	13	249	38	35	281			7	1
21	23	561	488	87	73	13	241	29	44	247			9 1	
351	286	10480	9065	86	1415	14	4346	564	851	4719				
319	260	9527	8240	86	1287	14	3950	513	774	4290			[illegible] 10	34 7

Tabulated by

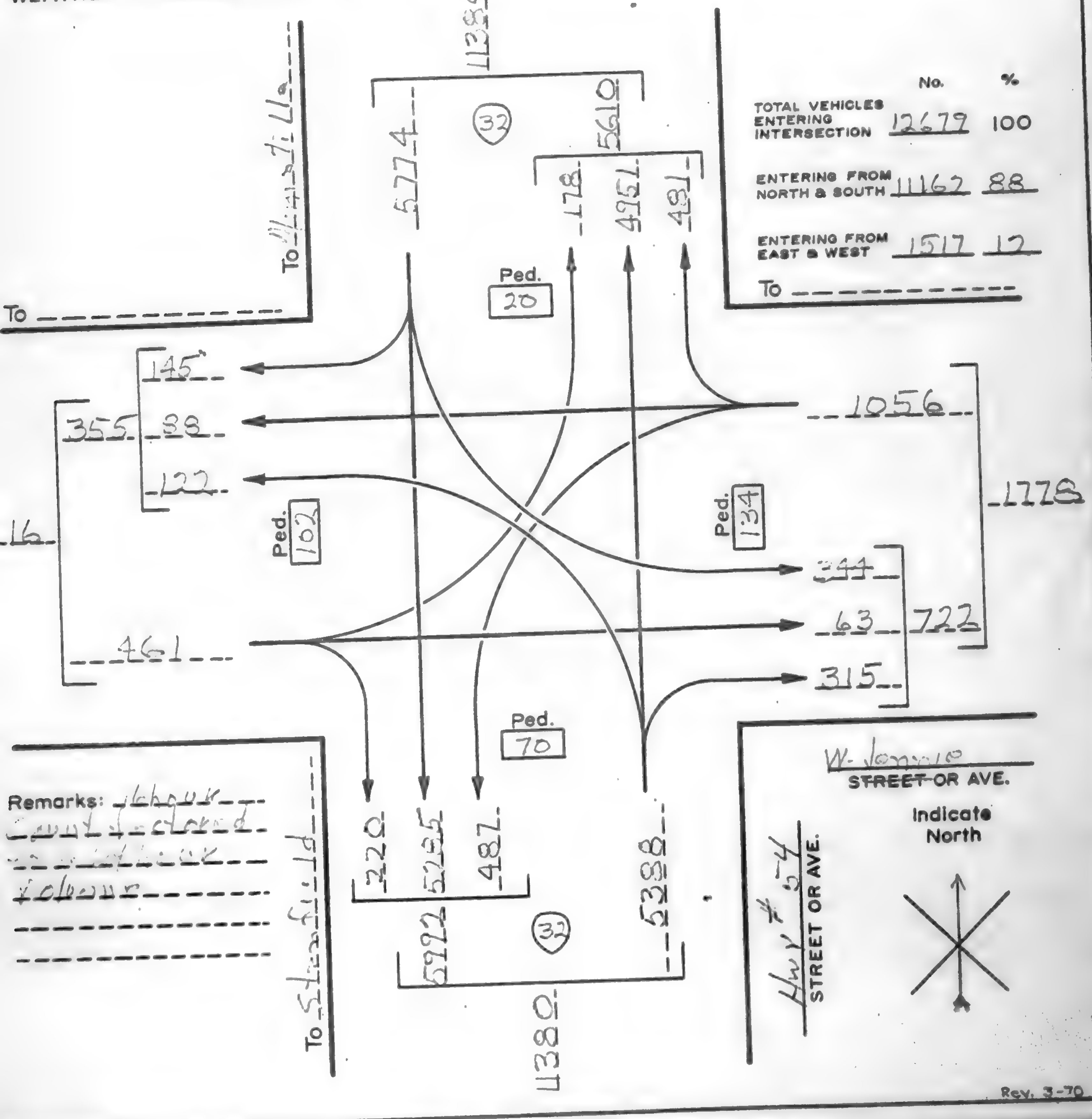
Checked by

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE August 27,28 1972
DAY OF WEEK Monday-Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER Clear

CITY OR COUNTY Hermiston
INTERSECTION OF Umatilla-Stanfield Hwy #54
& W. Jennie Avenue
MILE POST 5.09
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12679	100
ENTERING FROM NORTH & SOUTH	11162	88
ENTERING FROM EAST & WEST	1517	12

Remarks: 16 hour count factored to 24 hour volume

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUN

Date August [illegible]
Day of week Monday [illegible]
Hours counted 6 A.M. [illegible]
Weather Clear

Classification All Vehicles

TIME		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	Fr Ea an We
						SUMMARY BY MOVEMENTS											
A.M.	6:00-7:00	5	10	4	2	[illegible]	132	1	—	18	2	5	—	294	258	88	3
	7:00-8:00	5	13	—	6	131	111	2	—	11	6	—	—	373	341	91	3
	8:00-9:00	7	15	3	[illegible]	[illegible]	[illegible]	1	1	18	7	15	3	501	438	87	6
	9:00-10:00	16	21	4	[illegible]	[illegible]	[illegible]	5	4	[illegible]	14	10	5	592	520	88	7
	10:00-11:00	17	29	13	[illegible]	[illegible]	[illegible]	1	4	[illegible]	16	12	10	657	575	88	8
	11:00-12:00	[illegible]	28	11	[illegible]	[illegible]	[illegible]	4	4	[illegible]	24	19	16	853	746	87	10
P.M.	12:00-1:00	27	47	19	[illegible]	[illegible]	271	5	4	37	24	[illegible]	8	819	693	85	12
	1:00-2:00	21	35	13	[illegible]	[illegible]	312	7	[illegible]	[illegible]	[illegible]	12	8	809	704	87	10
	2:00-3:00	[illegible]	27	12	[illegible]	[illegible]	[illegible]	7	[illegible]	[illegible]	[illegible]	14	6	942	844	90	9
	3:00-4:00	17	[illegible]	11	17	[illegible]	[illegible]	4	[illegible]	44	[illegible]	25	9	969	834	86	13
	4:00-5:00	[illegible]	[illegible]	11	[illegible]	[illegible]	[illegible]	11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1014	896	88	11
	5:00-6:00	[illegible]	42	7	[illegible]	[illegible]	[illegible]	13	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	938	804	86	13
	6:00-7:00	17	18	3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11	[illegible]	[illegible]	692	610	88	[illegible]
	7:00-8:00	[illegible]	23	5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	81[illegible]	720	89	9
	8:00-9:00	[illegible]	23	7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	614	686	92	5
	9:00-10:00	[illegible]	17	2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7	[illegible]	3	4	517	478	92	3
	10:00-11:00																
	11:00-12:00																
A.M.	12:00-1:00																
	1:00-2:00																
	2:00-3:00																
	3:00-4:00																
	4:00-5:00																
	5:00-6:00																
16-Hour total		354	[illegible]	192	[illegible]	[illegible]	4451	86	63	427	315	220	122	12679	11162	88	15
[illegible]-Hour total		313	437	132	[illegible]	484	450	80	[illegible]	[illegible]	[illegible]	200	[illegible]	[illegible]	[illegible]	88	13
-Hour total																	
Counted																	
Factor																	

[illegible] Hwy St. is North and South
W. [illegible] Ave St. is East and West

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
SUMMARY OF TRAFFIC COUN

Date August [illegible] 1972
Day of week Wednesday
Hours counted 6 AM to 10 PM
Weather Clear

Classification All Vehicles

TIME		SUMMARY BY MOVEMENTS North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	Fr Ea and We
A. M.	6:00- 7:00	5	10	4	2	[illegible]	122	1	—	18	2	5	—	294	258	88	3
	7:00- 8:00	5	13	—	2	137	171	2	—	11	8	—	—	373	341	91	3
	8:00- 9:00	[illegible]	15	3	[illegible]	[illegible]	151	7	1	18	7	15	3	501	438	87	6
	9:00-10:00	16	21	4	[illegible]	[illegible]	[illegible]	5	4	[illegible]	14	10	5	592	520	88	7
	10:00-11:00	17	29	16	[illegible]	[illegible]	[illegible]	1	4	25	16	13	10	657	575	88	8
	11:00-12:00	[illegible]	38	11	11	[illegible]	[illegible]	4	4	[illegible]	24	17	16	853	746	87	10
P. M.	12:00- 1:00	[illegible]	41	19	11	[illegible]	271	5	4	37	24	[illegible]	8	819	693	.85	12
	1:00- 2:00	[illegible]	35	13	15	[illegible]	312	9	3	[illegible]	[illegible]	13	[illegible]	809	704	87	10
	2:00- 3:00	[illegible]	27	12	15	[illegible]	[illegible]	7	6	34	[illegible]	14	6	942	844	90	9
	3:00- 4:00	[illegible]	[illegible]	11	17	[illegible]	[illegible]	4	5	44	[illegible]	[illegible]	7	969	834	86	13
	4:00- 5:00	[illegible]	[illegible]	11	15	[illegible]	[illegible]	11	5	25	[illegible]	[illegible]	12	1014	896	88	11
	5:00- 6:00	[illegible]	42	9	14	[illegible]	[illegible]	13	7	[illegible]	[illegible]	[illegible]	[illegible]	938	804	86	13
	6:00- 7:00	17	[illegible]	3	4	[illegible]	[illegible]	[illegible]	4	[illegible]	21	[illegible]	[illegible]	692	610	88	5
	7:00- 8:00	[illegible]	[illegible]	5	11	[illegible]	[illegible]	9	4	21	14	[illegible]	6	812	720	89	9
	8:00- 9:00	[illegible]	23	7	4	[illegible]	[illegible]	2	3	18	[illegible]	[illegible]	5	744	686	92	5
	9:00-10:00	[illegible]	17	2	5	[illegible]	204	4	3	7	12	3	4	517	478	92	3
	10:00-11:00																
	11:00-12:00																
A. M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
24-Hour total		314	[illegible]	140	172	[illegible]	4451	86	63	487	315	220	122	12679	11162	88	15
16-Hour total		313	437	132	132	4844	4501	80	57	[illegible]	[illegible]	200	[illegible]	[illegible]	[illegible]	88	13
__-Hour total																	
Control																	
Factor																	

Umatilla-Stanfield Hwy St. is North and South
W Jennie Ave St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Hermiston
Intersection Umatilla-Stanfield Hwy
& W. Jennings Ave.
Mile Post 5.09
Classification

Classification All Vehicles

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North		East		West		South	
2	5	—	294	258	88	36	12	134	27	7	124						1		
8	–	–	313	341	91	32	9	142	36	6	199			1	1				
7	15	3	501	438	87	63	13	242	34	29	191		1	5	2		1		
14	10	5	592	520	88	72	12	245	44	23	275	2		11	1	3	1		
16	12	10	657	575	88	82	12	312	[illegible]	27	263			6		12	2	1	
24	17	16	853	746	87	107	13	[illegible]	[illegible]	33	378	1	1	5	5	6	3	8	3
24	20	8	819	693	85	126	15	370	91	35	363	3		10	2			7	
24	12	5	807	704	87	105	13	360	66	29	344		2	11	2			1	
[illegible]	14	6	942	844	90	98	10	461	68	30	383	1	1	5	6			1	2
26	25	9	969	834	86	135	14	[illegible]	52	47	435		1	11	2			2	
[illegible]	[illegible]	12	1014	896	88	118	12	483	75	43	413			4	2	1			
[illegible]	[illegible]	8	938	804	86	134	14	428	97	37	376	3	1	6	3	4	3	8	2
14	[illegible]	6	692	610	88	82	12	311	66	16	313		3	5	3	5	4	3	2
14	[illegible]	6	812	720	89	92	11	[illegible]	71	21	357			3		3	2		1
[illegible]	[illegible]	6	744	686	92	58	8	361	43	14	319			5		8	9		3
12	3	9	517	478	92	39	8	253	22	11	225			6		4	4		
315	220	122	12679	11162	88	1517	12	5774	1056	461	[illegible]	10	10	77	37	65	37	42	28
26	200	111	[illegible]	[illegible]	88	1371	12	[illegible]	923	419	[illegible]								

Tabulated by

Checked by

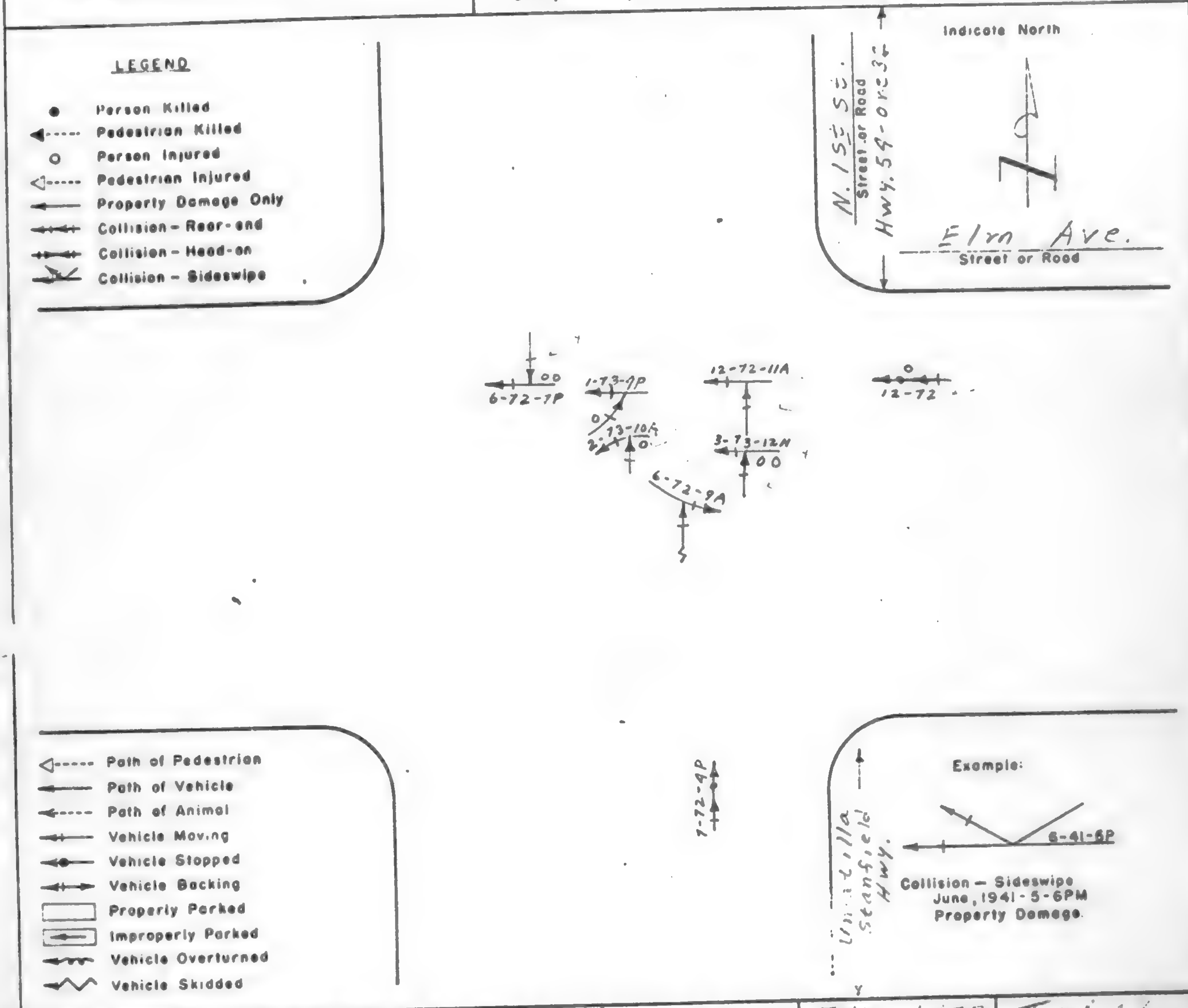
uth

Vest

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis

COLLISION DIAGRAM

City of Hermiston County Umatilla
Intersection of N. 1st St. and Elm Ave.
Highway Number 54 (Ore 32) MP. 4.79
Period Covered 1-1-68 5-31-73
Compiled by JK Drawn by Date 8-14-73



Collision – Sideswipe
June, 1941 - 5 - 6PM
Property Damage.

LEGEND

- ● Person Killed
- Pedestrian Killed
- o Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

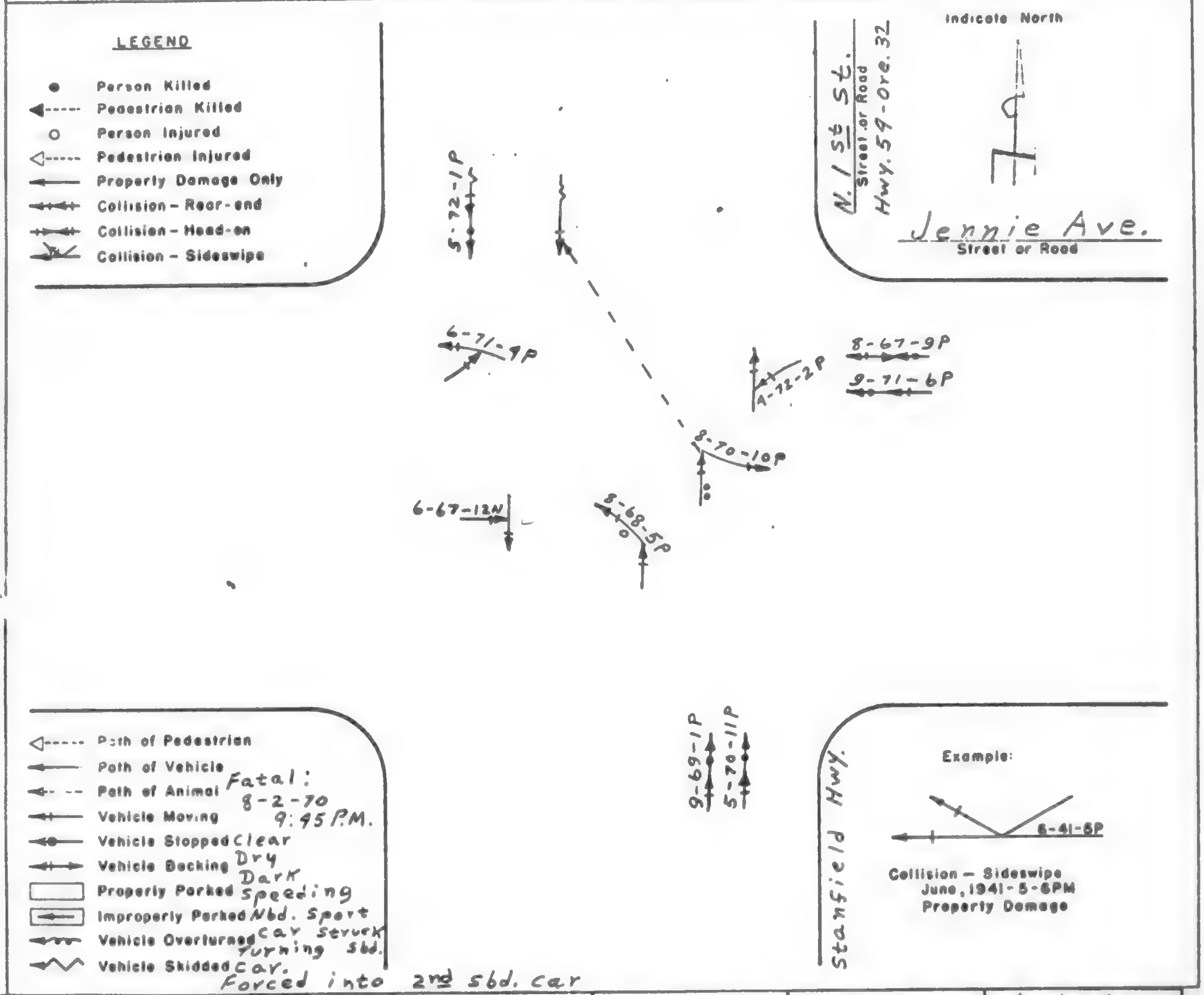
Collision Type	1968-8 Mos 1969				1970-1971				1972				5 Mos. 1973				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle										1	1	2		1		1		2	1	3
Head-on																		1	1	2
Rear-end										1	1	2								
Sideswipe											1	1		2		2		2	1	3
Turning Moveme...																				
Parking																				
Non-collision																				
Fixed Obj.																				
Pedestria.																				
Backing																				
Misc.																				
TOTAL				0				0		2	3	5		3		3		5	3	8

Form E-261-6-70

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis

COLLISION DIAGRAM

City of Hermist County Umatilla
Intersection of N. 1st St. and Jenn Ave.
Highway Number 54 (Ore 32) MP. 5.09
Period Covered 1-1-67 5-31-73
Compiled by LB Drawn by Date 8-17-73



Fatal:
8-2-70
9:45 P.M.
Clear
Dry
Dark
Speeding
Nbd. Sport car struck turning Sbd. car.
Forced into 2nd Sbd. car

Collision Type	1967 - 1968				8 mos 1969 - 1970				1971 - 1972				5 mos. 1973				total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1															1	1
Head-on																				
Rear-end		1		1			2	2			2	2						1	4	5
Sideswipe																				
Turning Movement					1			1			2	2					1		2	3
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing			1	1															1	1
Misc.																				
TOTAL		1	2	3	1		2	3			4	4				0	1	1	8	10

Form E-261-6-70

8680

RECEIVED
DEC 19 1972

FOR FILING

[illegible] Reference

December 18, 1972

Mr. L. T. Harper, City Manager
295 East Main Street
Hermiston, Oregon 97838

Dear Mr. Harper:

Re: Traffic Signal Investigation
ORE32 at Elm and Jennie Avenues

In response to your request for further study of the possibility of installing traffic signals at the above intersections, traffic volumes at this time of the year are quite low and the rerouting of US395 has not yet been completed. Also, our funds for traffic signal installations have been depleted, and additional funds will not be available until the beginning of the next fiscal year.

It is believed best to postpone the investigation of these intersections until next summer when traffic conditions return to normal, and the US395 route has been signed. We will conduct such an investigation in June and inform you of the results.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc Tom Edwards
F. B. Klaboe
L. E. George
H. S. Cox
W. E. Schwartz

VPJ:pb: ajw

1. Sec.
B/U
3 weeks

bc: R. L. Schroeder

② VAL
Can we update
the old study?
LEC.)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 28, 1972

Mr. L. T. Harper
City Manager
City Hall
295 East Main Street
Hermiston, Oregon 97838

Dear Mr. Harper:

Thank you for your letter of November 27 regarding a request for traffic investigation within Hermiston.

✓ The Traffic Section is being furnished a copy of the letter with a request to review and study the traffic situation, both present and projected.

There is currently a backlog of desired signalization needs throughout the State which are being reviewed and considered as financing becomes available.

The Traffic Section will be in contact with you in the near future regarding your request.

Enjoyed our visit at LOC and wish you a happy holiday season.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell
D. N. Harwell
Assistant Engineer
County and City Section

DNH:ljt

cc: W. E. George
W. E. Schwartz

Hwy 54 @ Elm St
& @ Jennie Ave

city of hermiston 295 EAST MAIN STREET/ HERMISTON, OREGON/97838

November 27, 1972

Mr. D. N. Harwell, Coordinating Engineer
County & City Section
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Harwell:

It was a pleasure talking to you and Si Cox at the League of Oregon Cities meeting in Portland.

Umatilla-Stanfield #54

As a follow-up, I would like to officially request that the Highway Department once again make a "needs study" for traffic lights installations at the intersection of Highway 32 and ① Elm Avenue and also Highway 32 ② and Jennie Avenue.

As you know, the Highway Department is proposing to re-route Highway 395 over the present Highway 32 route from the Stanfield Junction to its intersection with Highway 730.

As you also know, Elm Avenue has been designated as a truck route; and we are experiencing a great deal of truck traffic being generated on this new by-pass. The potato trucks which operate nearly five months out of the year use this by-pass extensively, and we note it is becoming very difficult for trucks to cross Highway 32 at the Elm Avenue intersection. With the construction of the ten million dollar Lamb-Weston potato processing plant, this potato truck traffic will be increasing as time goes along. With the additional highway traffic that will be placed at the intersections by the re-location of Highway 395 thereon, we feel that now is the time for the installation of a complete signalization at these intersections.

I am looking forward to your next visit to Hermiston so that we can personally acquaint you with these problems. Hopefully, your department will see fit to ask for another study into this regulatory traffic problem. Thank you again.

Sincerely,

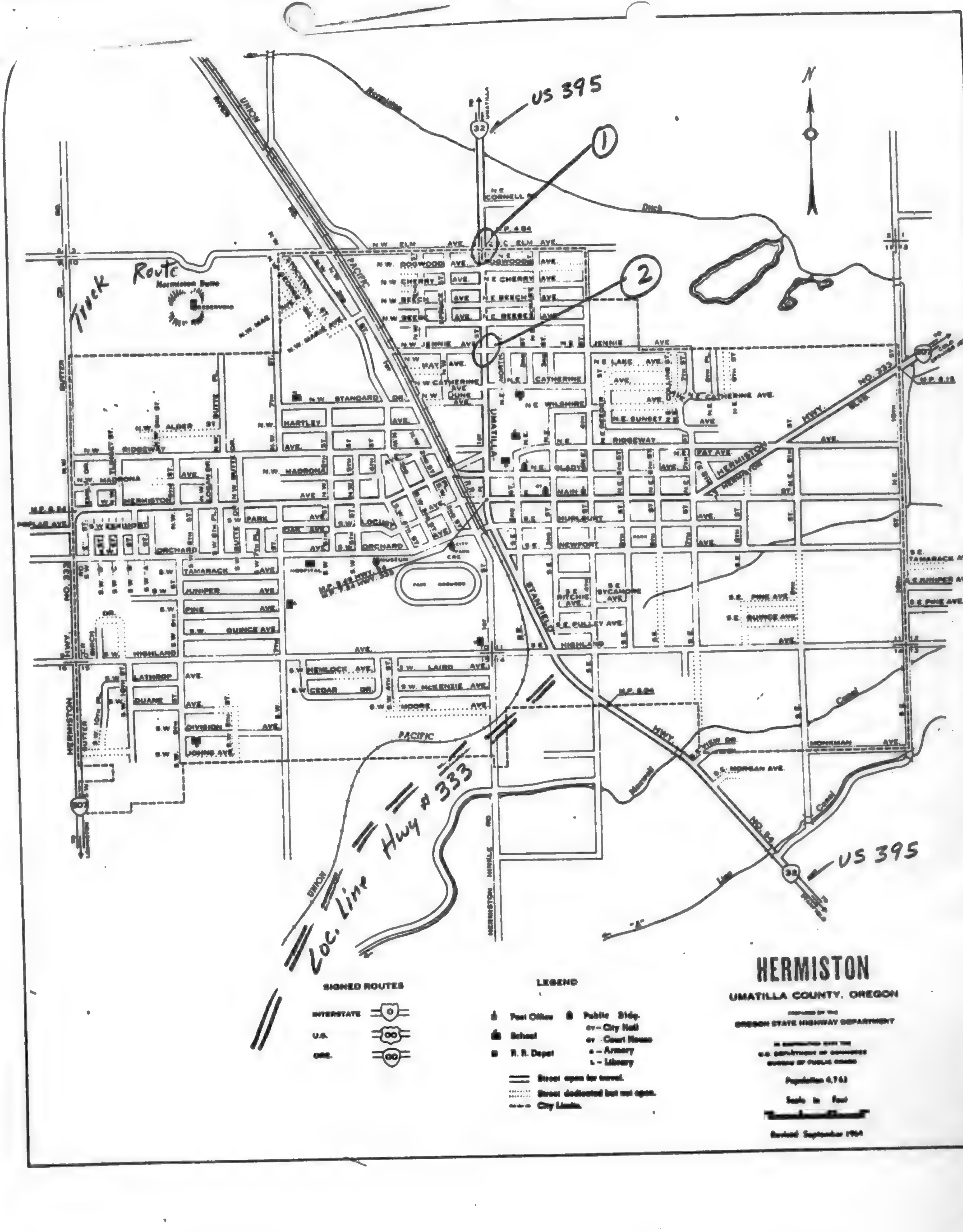
L. T. Harper

L. T. Harper
City Manager

LTH/pat

COUNTY & CITY SECTION
NOV 28 1972
☑ COORD. ☑ [illegible] ☐ CE ☐ [illegible] ☐ CE
☐ UPE ☐ CE ☐ AE ☐ RPE ☐

Refer to Tr. Sect (action)
DNH.



HERMISTON

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,763

Scale in Feet

Revised September 1964

8680

8

RECEIVED
MAY 16 1972
FOR FILING

May 16, 1972

Mr. L. T. Harper
City Manager
City of Hermiston
295 East Main Street
Hermiston, Oregon 97838

89

Dear Mr. Harper:

This is in further reply to your April 6 letter concerning the need for traffic signals at the intersections of the Umatilla-Stanfield Highway at Jennie and Elm Avenues in the City of Hermiston.

We have completed our investigation and warrant for signalization is extremely marginal. Under present traffic conditions, very little benefit would be obtained from signalization.

Our current funds for traffic signal installations are depleted; therefore, it is believed that these intersections should not be signalized at the present time. We will keep these intersections under surveillance and run periodic checks of traffic conditions to note any changes. When traffic volumes increase, signalization will become necessary.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

VPJ:sv jf

bc: Tom Edwards
F. B. Klaboe
L. E. George
W. E. Schwartz

city of hermiston

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

April 6, 1972

Mr. F. B. Klaboe, Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

First of all, let me once again thank you for your assistance to the City of Hermiston in achieving the improvement of Highway 32 within the city limits of Hermiston.

The economic area of development surrounding the City of Hermiston is expanding at a very rapid rate; and as you are probably aware, the Lamb-Weston Corporation has started construction on a fifteen million dollar potato processing plant just outside of Hermiston. It is anticipated that the first year will see the employment of 300 people in this facility, and the president of Lamb-Weston, Mr. Baxter, assures us that by the following year there will be 600 employees at their facility. This new enterprise is just one of several that have been or are planning to be developing in and around Hermiston.

Needless to say, the traffic count on Highway 32 is increasing each and every day. This increased traffic volume greatly points to the need of fully signalized traffic lights at the intersections of Jennie Avenue and also at the Elm Avenue intersection with this highway. At the last regular council meeting of March 27, 1972, the council directed that a letter be sent to the Highway Department requesting that they make a study concerning the installation of traffic lights at the above described locations. The council would be most appreciative if the Highway Department would look favorably on their request.

If I may be of any assistance in this endeavor, kindly advise.

Sincerely yours,

L. T. Harper

L. T. Harper
City Manager

LTH/pat

[illegible]
[illegible] 1972
TRAFFIC ENGINEERING

RECEIVED
APR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8680

RECEIVED
DEC 17 1970
FOR FILING

Cross Referenced To:

December 16, 1970

Mr. L. T. Harper
City Manager
City Hall
Hermiston, Oregon 97838

Dear Mr. Harper:

During a recent meeting with representatives of the Highway Division, a request was made to assist in the institution of a truck route through preparation of a proposed signing plan. Also requested was a traffic signal investigation at the intersections of Elm Avenue and Jennie Avenue with the Umatilla-Stanfield Highway.

It is understood that the truck route will not be initiated until sometime in the spring of 1971. If you will advise this office prior to the preparation of this route, we will transmit to you a sketch plan of recommended signing for the route.

A careful analysis of traffic data at both the Elm Avenue and Jennie Avenue intersections indicates that traffic signals are not warranted at either intersection. The possibility of traffic signals assisting cross-traffic, particularly trucks using the Elm Avenue truck route to cross the Umatilla-Stanfield Highway, is realized; however, the value of signals for this function is questionable.

In addition, funds for the installation of traffic signals are critically short at the present time; and for these reasons, we cannot recommend installation of signals at either of the locations under question.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
H. S. Coulter

LEG:mk sr

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 15, 1970

SUBJECT: Traffic Conditions
Umatilla-Stanfield Highway
(N. First St.) @ Elm Ave.
& Jennie Ave.
Hermiston

To: F. B. Klaboe
Asst. State Highway Engineer
BUILDING

During a recent meeting between Tom Harper, Hermiston City Manager, Bud Shirley and Val Johnson, the possibility of establishing a truck route through Hermiston was discussed. The City at that time made an official request that the Traffic Section assist them in a sign layout plan for the truck route, the installation of which will probably occur some time late in the spring of 1971.

At this same meeting, the City also requested that a traffic signal be installed at the intersection of Elm Avenue (the future truck route) with the Stanfield-Umatilla Highway. A study of this intersection, which is attached, indicates that the traffic signal is not warranted at this location. The City also requested that we investigate the intersection of Jennie Avenue to determine if it warranted signals. As the report indicates, it does not.

A Suggested Draft to Mr. Harper on these matters is attached.

L. E. George

L. E. George
Operations Engineer

LEG:mk
Attachments

RECEIVED
DEC 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

FORM E-30 (4-70) SP*32503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1970

To: Val Johnson
Traffic Control Engineer
OFFICE

SUBJECT: Traffic Conditions
Umatilla-Stanfield Hwy. (N. 1st. St.)
At Elm Ave. & Jennie Ave.
Hermiston
Oregon 32 Highway No. 54
M.P. 4.84 & M.P. 5.09

As per your request, attached are the completed traffic signal warrant comparisons for the subject intersections. From truck volume data obtained from Cliff Koenig, it is estimated that the proposed truck route on Elm Avenue would add no more than six vehicles per hour to the east avenue approach to the highway. The traffic signal warrant comparison for Elm Avenue indicates 36 vehicles per hour, which with six trucks per hour would be 42 vehicles per hour. Traffic volumes at this intersection would still be short of the minimum warrants.

On November 18, 1970, I looked at the two intersections in the field. The Jennie Avenue intersection was observed from approximately 4:45 p.m. to 5:15 p.m. The longest delay on Jennie Avenue was 1 minute 40 seconds with the average delay estimated to be approximately 30 seconds during the period of observation. It appeared that most of the Jennie Avenue traffic was on the east approach and was coming out of the Town and Country Shopping Center located in the southeast quadrant at the Jennie Avenue intersection.

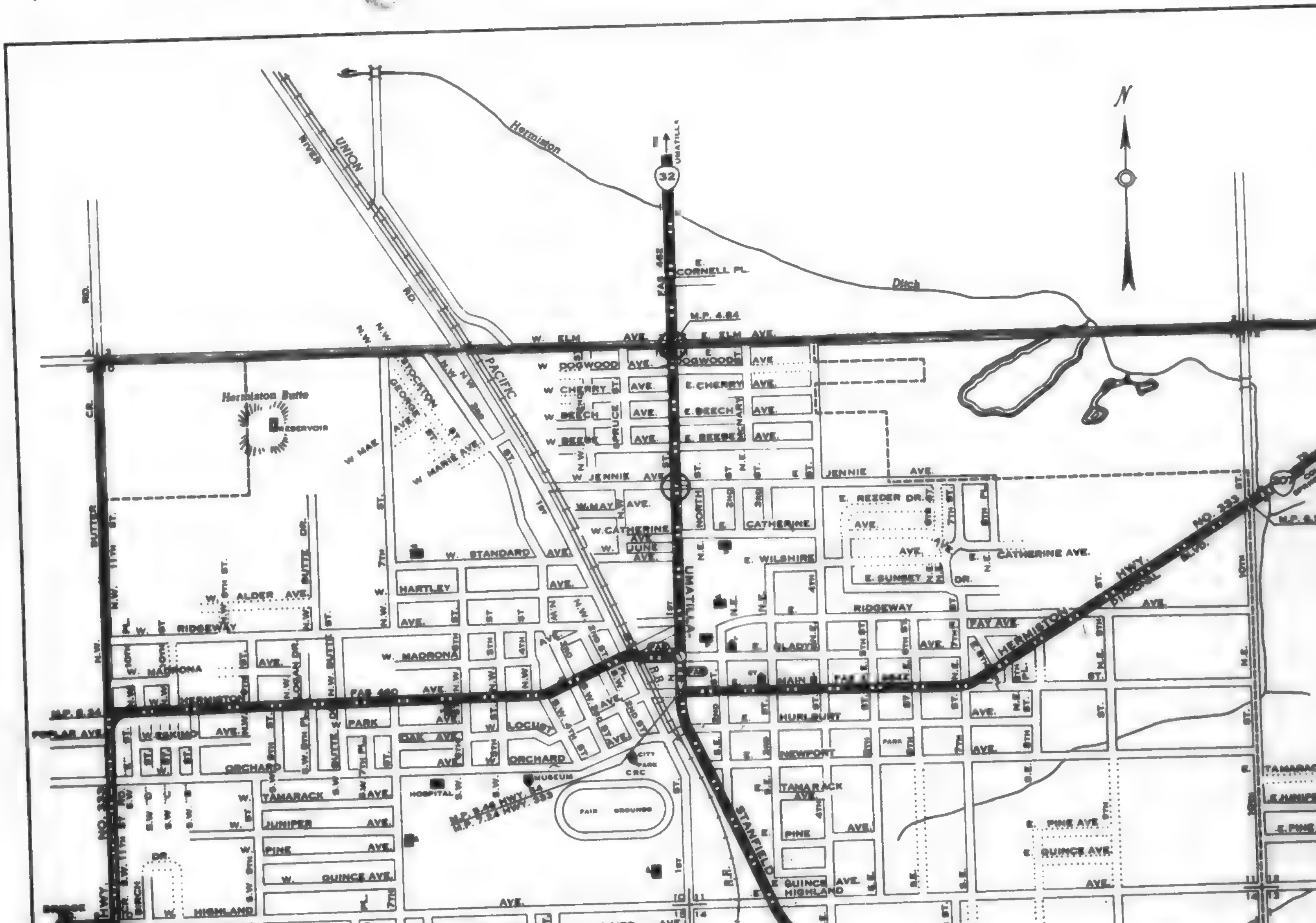
The stop bar on the west Jennie Avenue approach appeared to be too far back from the highway. When stopped at the stop bar, sight distance to the north is somewhat restricted due to roadside culture along the highway. The one reported angle accident which occurred at this intersection in June, 1967, involved a vehicle on the west approach on Jennie Avenue and a southbound vehicle on the highway.

As a result of this investigation, it is recommended that the stop bar on the west approach of Jennie Avenue be moved closer to the highway.

Based on the accident records signal warrant comparisons and the observations in the field and due to the fact that the highway is scheduled to be improved with the bid openigg to be on April 29, 1971, it is recommended that the request for traffic signals at the two subject intersections, be denied.

Dwayne Hofstetter
Investigation Engineer

DH:pb
Attachments



HERMISTON

UMATILLA COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS

Population 5,300

Revised July [illegible]

.8681 Warm Springs Jct.-Willow 1978
Creek Sec. of Warm Sps. Hwy.
northwest of Madras (Paving)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

53 C

11

SEE INSTRUCTIONS ON REVERSE

KEY ID# 53

SECTION Warm Springs Junction-Willow Creek
Warm Springs Highway

#53

REGION 4

AUTHORIZATION NO. 1

PREFIX

DATE 5/9/83

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		200	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		200			

TOTALS	$ 8,600	$ 8,600
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate for a protective overlay by contract.

MG
cy Watson

1 Versteeg
Anderson
2 Adams
Macnab
3 Stoudenmeyer
4 Terpin
Trout
Wakerlig

RECEIVED
MAY 16 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

PREPARED BY Phillip V. Lewellyn	DATE 5/9/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 5/9/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 5/9/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

8681

8

February 28, 1979

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Gentlemen:

Contract No. 8681 awarded to C. H. Stinson, Inc., for paving on the Warm Springs Junction-Willow Creek Section of the Warm Springs Highway in Wasco County was completed on November 13, 1978, and accepted by the State Highway Engineer on February 27, 1979.

Final payment in the amount of $31,348.33 will be released to the contractor after March 5, 1979. The total contract amount is $545,945.81 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc C. H. Stinson, Inc.
P. O. Box 329
The Dalles, OR 97058

KL & K Associates, Inc.
1 S.W. Columbia, Suite 1212
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

8691 -14-77

NARRATIVE REPORT

Warm Springs Hwy 26
J.S. Sawyer, Resident Engineer

Warm Springs Jct.-Willow Creek Section
Contract: 8681
Prefix: 033-1120

Contract 8681 was awarded to C.H. Stinson, Inc. on January 30, 1978. The Contract Authorization was $661,529.08 and was limited to 175 Calendar days. Day Count started 3/1/79 and ended 11/13/79.

The proposed material source was located in the Mount Hood National Forest 2.94 miles from the highway. Snow prevented access to the quarry until May.

Work on the project began July 10, with stripping of overburden in the quarry by the Subcontractor, Jarl Construction, Inc. Crushing began August 2, maufacture of ¾ - ¼ and ¼ - 0 aggregates for the Class 'B' Asphalt Concrete continued until September 25, at which time Jarl Construction manufactured ¼ - 0 A.C. aggregate and ¾ - 0 shoulder aggregate until October 10, 1978. Field tests indicated, ten percent of the crushed aggregate was out of specification for gradation. The end product was quite acceptable, however, and resulted in a uniformily textured, readily compactable product. Considerable problems were encountered in getting enough quality rock from this quarry. It is doubtful that the Forest Service could continue to use the quarry without expending considerable funds for development. The quarry as used in this contract, was developed with benches in the quarry and a 3' - 4' berm around the perimenter, rather than 1½ - 1 slopes as shown in the plans. The former method was satisfactory to the Forest Service and upon completion of the Contract the quarry was left in a condition satisfactory to the Forest Service and O.S.H.D.

Production of Class 'B' Asphaltic Concrete Mixture began August 14. All of this material, until August 23, was used entirely by Oregon State Highway Maintenance for patching sections of the Warm Springs Highway north of the project and on the Wapinitia Highway. On August 23rd the Contractor, C.H. Stinson began paving in the West bound lane at the southerly end of the project, M.P. 79.2. From August 23rd through August 31, the contractor and State Maintenance shared in the plant production of Class 'B' A.C. mixture which covered five days in which the weather permitted paving. This was a very unacceptable arrangement; mostly because a steady operation on the street could not be obtained. There were also , problems seperating the liquid asphalt quantities.

A rolling pattern was obtained which produced satisfactory compaction results through the test strip method. A vibratory roller was used in the breakdown and a static roller for finishing. All the way through the project lack of skillful operators was evidenced by the lack of quality in the surface. The A.C. mixture was quite good and was delivered to the paver in a workable condition. Paving on the mainline roadbed section was concluded on October 10, 1978. Approaches and wide areas were completed October 13, 1978. Total Asphaltic Concrete placed was 34,821 Tons, the contract quantity was 36,200 Tons. Probably the the most single significant reason for under running the tonnage was a difference between Specific Gravity the preliminary investigation indicated, and the actual Specific Gravity after the Contractor began to produce aggregates from the quarry.

Wear and repair had changed the existing surface to a point that there was neither crown or uniform super. Wheel ruts and inverts were common. Thanks to lower Specific Gravity in the A.C. mixture, the roadbed section was restored to a great extent.

Prior to paving, it appeared that a section of the project from M.P. 77.7 to the southerly end of the project, M.P. 79.2, would not have adequate slopes for the shoulder rock, without widening the shoulders. Price Agreement No. 1 was initiated for this purpose. Embankment Material came from a cut at M.P. 83, where maintenance would like to develope enough width to construct a climbing lane. Construction of the slopes on P.A. # 1 began October 13, continued October 16 through October 29, and (with the exception of a few days break to spread shoulder aggregate) was completed October 26. The 5,500 cubic yards were hauled and placed under Price Agreement No. 1 at a cost $24,500.

Aggregate shoulder material was placed from October 23 through November 1. The 4,065 Tons of the contract quantity 4,500 Tons was used. There was neither material enough or width of existing shoulders to attain a uniform slope throughout the project. The Typical Section provided some latitude in this instance. An effort was made to economize on the shoulder work by recovering where possible, some of the existing shoulder material to cover the abrupt edge and shoulder rock was used more as a cosmetic.

Traffic was handled adequately with the Temporary Protection signing outlined in the Specials and the use of Flagmen and a Pilot Car. The Flagmen and Pilot Cat operator kept in contact with each other, as well as the contractor's trucks in the work area, by use of hand held radios and CB Units. It should be pointed out at this juncture that policing of the traffic cones can not be over emphasized. One minor accident occurred during daylight. Cones in a curved section had been displaced and for some unknown reason a Trailways bus left the pilot line of traffic and moved over into the construction lane, which was the normal right hand lane. Fortunately, the contractor's truck driver was able to take diversionary action, resulting in only minor damage to the vehicles.

After the top lift of A.C. mixture was laid and before the shoulders were pulled, phosphorescent painted rubber rings were placed along the abrupt shoulder pavement edge for delineation. Temporary stripping was used on the center line. These were placed by the engineering crew and were very beneficial to the traveling public at night. Lath approximately 2 feet long with phosfor Orange paint were also used.

The Contractor, because of the late start, was charged 258 Calendar workdays. C.H. Stinson has submitted a request for Additional Workdays for the excess 83 days used, 27 additional days have been granted for those days used to perform Extra Work under Price Agreement No. 1 and a temporary suspension of work at the opening of Deer Season. Assessed liquidated Damages will total $8,400. Mark Stinson of C.H. Stinson, Inc.

alerted this office that a letter would be coming requesting a meeting to review the decision to grant only 27 days of their request.

Four Price Agreements were written. Previously discussed Price Agreement No. 1, provided equipment and labor to construct safer slopes in areas as directed by the engineer. Final cost of P.A. No. 1 is $24,579.63. Price Agreement No. 2 was documentary only and provided for single daily Material Receipts for A.C. mixture and shoulder aggregate. Price Agreement No. 3 documents a Lump Sum deduction for Non-Specification Emulsion Asphalt, a credit of $254.93. Price Agreement No. 4 documents a Lump Sum deduction for Non-Specification Compaction for Class 'B' A.C. Mixture, a credit of $212.62.

Two State Force Orders were written. These were $3,000 for Permenant Stripping and $4,000 to raise the Guardrail.

Royalty to the U.S. Forest Service for material from their quarry was $10,294.63.

The final cost for this project is expected to be $624,178 including Engineering.

J.S. Sawyer, Resident Engineer

Statement of Overruns & Underruns
Warm Springs Jct.-Willow Creek
Warm Springs Highway 26
Wasco County
Contract 8681
State Project

Item	Original Amount	Semi-final Estimate	Percent + or -
Contract Bid Items	568845.00	531686.67	- 6.53%
Engineering	52456.05	60034.69	+ 14.4%
Contingencies	26228.03	- 0 -	+ 100%
Anticipated Items	14000	86,666.81	- 519.04%
Total	661529.08	624388.17	- 5.61%

Overruns & Underrun
Contract 8681
Page 2

BID ITEMS

Item #	Item	Unit	Contract Quantity	Final Quantity	Percent + Or -
001	Mobilization	Lump Sum	All	All	- 0 -
002	Temporary Protection & Direction of Traffic	Lump Sum	All	All	- 0 -
003	Temporary Signs Safety of Traveling Public Required Additional Signing.	Sq. Ft.	557	575	+3.2
004	Flagmen Contractor subcontracted this item with Pilot Car and eliminated this item from his bid.	Hour	900	- 0 -	100%
005	Pilot Car Project took more pilot car hours than originally estimated.	Hour	200	328½	+64.3%
006	Aggreate Shoulder Original quantity not used due to P.A. #1 See P.A. #1.	Ton	4500	4085.035	- 9.2%
007	Class "B" Asphalt Concrete Specific Gravity of quarry material was lower than original tests indicated.	Ton	36200	34821.365	- 3.8%
008	Asphalt Cement in Mix Less rock was used therefore less Asphalt was used.	Ton	2360	2072.64	- 12.2%
009	Asphalt in Tack Coat Project quantity took less than original estimate called for.	Ton	40	14.88	- 62.8%
010	Extra for A.C. Approaches 2 Approaches not in original estimate.	Each	19	22	- 15.8%

PRICE AGREEMENT

Item #	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
30100	Doc. Place Shoulder Fill on 4:1 Slope				
30101	Loboy	hour	80	80	- 0 -
30102	D8 Dozer	hour	44½	44½	- 0 -
30103	966 Front End Loader See 30108—	hour	91	- 0 -	- 0 -
30104	10 C.Y. Dump Truck	hour	250¾	250¾	- 0 -
30105	Vibratory Roller Eliminated from Price Agreement	Hour			- 0 -
30106	JD570 Grader	hour	70	70	- 0 -
30107	Flagging	hour	160½	160½	- 0 -
30108	950 Front End Loader Substituted for 966 Front End Loader	hour	91	91	- 0 -
30201	Document one Material Receipt per day				
30300	Reduction for non-spec Tack Coat	Lump Sum	100%	100%	- 0 -
30400	Reduction for non-spec compaction	Lump Sum	100%	100%	- 0 -

STATE FORCE ORDER

Item #	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
SFO#1	Permanent Striping	Lump Sum	100%	100%	-0-
SFO#2	Raise Guardrail	To be done by State Forces When Weather permits.			

8681

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FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Warm Springs Jc.-Willow Creek

WEEK ENDING: January 27, 1979

SECTION PREFIX: 033-1120

HIGHWAY: Warm Springs

COUNTY: Wasco

NAME OF JOB: Warm Springs Jct.-Willow Creek

KIND OF WORK: Paving

CONTRACTOR: C.H. Stinson, Inc.

CONTRACT NUMBER: 8681

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: January 30, 1978

DATE WORK STARTED: July 10, 1978

ESTIMATED COMPLETION DATE: November 13, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 175

CALENDAR DAYS USED: 258

SPECIFIED COMPLETION DATE: August 22, 1978

PERCENT OF TIME ELAPSED: 147

PROJECT AUTHORIZATION: $ 661,529.08

EXCLUSIVE OF ENGINEERING: $ 609,073.03

ENGINEERING AUTHORIZATION: $ 52,456.05

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 609,073.03

ENGINEERING COST TO DATE: $ 51,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: - - %

PERCENT OF AUTHORIZATION: 98 %

DATE PROJECT WAS COMPLETED: November 13, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	Shoulder GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.1				8.1
MILES PARTIALLY COMPLETED	-				-
MILES COMPLETED	8.1	-			8.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4500 Tons		-		36,200 Tons
TOTAL QUANTITIES CORRECTED TO DATE	4,084 Tons				34,794 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,084 Tons				34,794 Tons
AVERAGE DAILY QUANTITIES	-				-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-				-
NUMBER OF SHIFTS PER DAY	-				-
HOURS PER SHIFT	-				-

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Workday Count stopped November 13, 1978.
MONDAY				Project complete.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
JAN 29 1979
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 22	No activity, project complete.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Estimate being submitted January 26, 1979.

No more weekly reports will be submitted from this office.

SIGNED J Sawyer
J.S. Sawyer
LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8681

D

January 17, 1979

C. H. Stinson, Inc.
Post Office Box 329
The Dalles, Oregon 97058

Gentlemen:

Time Extension
Warm Springs Jct.-Willow Creek
Wasco County
Contract No. 8681

Your request for a time extension has been given careful review. An extension of 27 calendar workdays is hereby granted due to extra work added to the project and a verbal shut down order.

Consideration was given for an inaccessible materials source and poor weather conditions, but additional time was not granted as reasonably predictable weather is not considered grounds for an extension of time.

Sincerely,

H. S. Coulter
State Highway Engineer

ORJ:DA:fr dc

bc C. T. Keasey
Robert Church
Dale Allen
J. S. Sawyer
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8681

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 15, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Warm Springs Jct.-Willow Cr.
Wasco County
Contract No. 8681

C. H. Stinson, Inc., contractor on the subject project, has requested an 85-day extension in the number of calendar workdays in which to complete the contract. The request is based on poor weather, an inaccessible materials source and extra work. Pertinent information:

Contract award	January 30, 1978
Time began	March 1, 1978
Work began	July 10, 1978
Time expired	August 22, 1978 (175 CWD)
Work completed	November 13, 1978
Excess time	83 days

The contractor requests 61 days, from March 1, 1978 until April 30, 1978, as he did not have access to his material source due to snow in the pit area. This was a prospective source, not mandatory. One would not normally expect to gain access prior to this time as snowfall is common in this area. The contractor did not begin work in the pit area until July 10, 1978 after 75 percent of the time had expired. There was sufficient time to complete the project had work commenced May 1, 1978. No additional time is recommended.

The contractor has requested 15 days due to poor weather conditions for weeks ending 8-26-78 and 9-9-78. Although some poorer weather conditions existed during this time, it would not be considered unusual for this time of year. Reasonably predictable weather is not a valid reason for an adjustment of time. No additional time is recommended.

An additional 29 days has been requested by the contractor for extra work performed from October 13, 1978 through November 10, 1978. Records indicated that extra work was performed until November 13, 1978. During this period, the contractor was also doing some contract work. He should be granted an additional 24 calendar workdays for delays relating to extra work.

A verbal stop work order was in effect September 29, 30 and October 1, 1978 due to the opening of deer season. These three days should also be returned to the contractor.

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STATE HWY ENGR
JAN 16 '79
REFER TO
FOR
File
Act
Sign
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Inves
Info

It is recommended to grant 24 calendar workdays due to extra work and three calendar workdays because of a shutdown order for a total of 27 calendar workdays to be granted the contractor. There will remain 56 days liquidated damages charged to the contractor.

This is a State project. A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: Dale Allen
J. S. Sawyer

Form 81-734-[illegible]

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date 12-13, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 175 days to 260 days, within which to complete our Contract No. 8681, without the assessment of liquidated damages. The said contract is described as follows:
Warm Springs Jct. - Willow Cr. overlay

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
3-1-78 Through 4-30-78 - pit not accessible
Weeks ending 8-26-78 and 9-9-78 - poor weather
10-13 Through 11-10-78 - performance of force account work

Respectfully submitted,

C. H. Stimson Inc.
Contractor

By Mark V. Stimson

CONSENT OF SURETY

Date December 15, 1978

We, FIREMAN'S FUND INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Gail Custer
Attorney-in-fact Gail Custer

(SEAL)

Robert W. Lagler
Resident Agent

K L & K ASSOCIATES INC.
500 N.E. Multnomah, Suite 1262
Portland, Oregon 97232

RECEIVED
DEC 20 1978
J. S. SAWYER

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8681 Contractor C.H. Stinson, Inc.

Highway Warm Springs

Section Warm Springs Jct.- Willow Creek

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows: Deny request for period 3-1-78 through 4-30-78 and weeks of 8-26-78 and 9-9-78 on the basis of "reasonably predictable" weather.
Grant 3 days due to a Stop Work order,24 days for Extra Work.

See letter for additional explaination.

Construction Branch recommends 27 calendar workdays be granted for extra work and a verbal shut down order.

Recommended for Approval:

....
Region Engineer

O. B. Jackmond For
....
Construction Engineer ~~or Bridge Engineer~~

H S Coulter
....
State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*19063-734

GENERAL POWER OF ATTORNEY

FIREMAN'S FUND INSURANCE COMPANY

KNOW ALL MEN BY THESE PRESENTS: That FIREMAN'S FUND INSURANCE COMPANY, a Corporation duly organized and existing under the laws of the State of California, and having its principal office in the City and County of San Francisco, in said State, has made, constituted and appointed, and does by these presents make, constitute and appoint

-----GAIL CUSTER-----

PORTLAND, OR its true and lawful Attorney(s)-in-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, seal, acknowledge and deliver any and all bonds, undertakings, recognizances or other written obligations in the nature thereof --

and to bind the Corporation thereby as fully and to the same extent as if such bonds were signed by the President, sealed with the corporate seal of the Corporation and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney(s)-in-Fact may do in the premises.

This power of attorney is granted pursuant to Article VIII, Section 30 and 31 of By-laws of **FIREMAN'S FUND INSURANCE COMPANY** now in full force and effect.

"Article VIII. *Appointment and Authority of Resident Assistant Secretaries, and Attorney-in-Fact and Agents to accept Legal Process and Make Appearances.*

Section 30. *Appointment.* The Chairman of the Board of Directors, the President, any Vice-President or any other person authorized by the Board of Directors, the Chairman of the Board of Directors, the President or any Vice-President, may, from time to time, appoint Resident Assistant Secretaries and Attorneys-in-Fact to represent and act for and on behalf of the Corporation and Agents to accept legal process and make appearances for and on behalf of the Corporation.

Section 31. *Authority.* The Authority of such Resident Assistant Secretaries, Attorneys-in-Fact, and Agents shall be as prescribed in the instrument evidencing their appointment, and any such appointment and all authority granted thereby may be revoked at any time by the Board of Directors or by any person empowered to make such appointment."

This power of attorney is signed and sealed under and by the authority of the following Resolution adopted by the Board of Directors of FIREMAN'S FUND INSURANCE COMPANY at a meeting duly called and held on the 15th day of July, 1966, and that said Resolution has not been amended or repealed:

"RESOLVED, that the signature of any Vice-President, Assistant Secretary, and Resident Assistant Secretary of this Corporation, and the seal of this Corporation may be affixed or printed on any power of attorney, on any revocation of any power of attorney, or on any certificate relating thereto, by facsimile, and any power of attorney, any revocation of any power of attorney, or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Corporation."

IN WITNESS WHEREOF, FIREMAN'S FUND INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed this 4th day of October, 1977.

FIREMAN'S FUND INSURANCE COMPANY

By William W. Lauber
Vice-President

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

On this 4th day of October, 1977, before me personally came William W. Lauber to me known, who, being by me duly sworn, did depose and say: that he is Vice-President of FIREMAN'S FUND INSURANCE COMPANY, the Corporation described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Corporation and that he signed his name thereto by like order.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year herein first above written.

OFFICIAL SEAL
SUSIE K. GILBERT
NOTARY PUBLIC - CALIFORNIA
CITY & COUNTY OF SAN FRANCISCO
My Commission Expires Nov. 17, 1980

Susie K. Gilbert
Notary Public

RECEIVED
DEC 20 1978

CERTIFICATE

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

I, the undersigned, Assistant Secretary of FIREMAN'S FUND INSURANCE COMPANY, a CALIFORNIA Corporation, DO HEREBY CERTIFY that the foregoing and attached POWER OF ATTORNEY remains in full force and has not been revoked; and furthermore that Article VIII, Sections 30 and 31 of the By-laws of the Corporation, and the Resolution of the Board of Directors, set forth in the Power of Attorney, are now in force.

Signed and sealed at the City and County of San Francisco. Dated the 15th day of December 1978

Winifred H. Browne
Assistant Secretary

8681 53 N

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR/2 /27/77
Donald L Root

1-26-78 Bid Letting ______ All Clear Deadline

SECTION WARM SPRINGS JCT.-WILLOWS
Highway Warm Springs
County Wasco Region 4
Type of Work Overlay Funds STATE
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	No problems
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☐	☒	☐	☐	☒	USFS
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

8681

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

cc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Carl Williams
J. S. Sawyer

February 21, 1978

G. H. Stinson, Inc.
P. O. Box 329
The Dalles, OR 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8681 for paving on the Warm Springs Junction-Willow Creek Section of the Warm Springs Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

[illegible]

Enclosure

cc Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

KL & K Associates, Inc.
1 S.W. Columbia, Suite 1212
Portland, OR 97201

8681

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 9, 1977

FILE:

FROM: J. H. Versteeg
Engineering

J H Versteeg

SUBJECT: Status Report
State Overlays
Klaboe's September Priority List

TO: E. S. Hunter
Technical Services Engineer

Regions 2, 3, 4 and 5 have completed the field work on these priority overlay projects and they are on the contracting schedule for either a December 14 or a January 26 bid opening.

The field survey on the McBride Creek-Bennet Road (Warren) project on the Lower Columbia Highway, and the Warm Springs Intchg.-Salmon River Curves project on the Warm Springs Highway have not been received from Region 1. Time is running out on these Region 1 overlay projects for a January bid opening. Without knowing how much design time will be required it looks like the February bid opening will be the earliest that these projects can be ready for contract.

JHV:jh

cc: Ed Hardt
John Sheldrake
Alfred Shirley
Carl Williams
W. E. Schwartz

[illegible]

RECEIVED
TECHNICAL SERVICES
DEC [illegible] '77

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October ~~18~~, 1977
10-20-77

J H Versteeg

FROM: J. H. Versteeg
Head of Engineering

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: State Construction Program
Ref: Klaboe Letter - Priority Overlays
September 30, 1977

The contract letting schedule for the priority overlays is as follows:

1. Region 1 - McBride Creek-Bennet Road Section
   Lower Columbia River Highway
   January 26, 1978, Letting
2. Region 2 - Deer Park Drive-Silver Creek Falls Interchange Section
   North Santiam Highway
   December 22, 1977, Letting
3. Region 3 - Elbow Lake-Gardiner Section
   Oregon Coast Highway
   January 26, 1978, Letting
4. Region 4 - Warm Springs Jct.-Willows Section
   Warm Springs Highway
   January 26, 1978, Letting
5. Region 5 - Grant County Line-Fuqua Creek Section
   John Day-Burns Highway
   December 22, 1977, Letting

We are assuming the complete cooperation of everyone involved and there will be no unusual design problems that may develop. Under this schedule it will be necessary to develop contract plans and specifications almost simultaneously.

JHV:jh
cc: H. S. Coulter
E. L. Hardt
John Sheldrake
Alfred Shirley
Carl Williams
W. E. Schwartz

cy to
+ Versteeg
10-20-77

10-20-77
Also R/D letter
to Comm. for
approval to contract
as indicated (Nov. Meeting)
ESH

RECEIVED
OCT 19 77
Mockring

8681 53 N

STATE OF OREGON

INTEROFFICE MEMO

DATE: November 18, 1977

TO: J. H. Versteeg
Head of Engineering

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Warm Springs Jct.-Willow Cr.
Warm Springs Hwy. No. 53
M.P. 71.1-M.P. 79.2
Wasco County

Attention: Lyle Watson

Per your November 16, 1977 request, we have reviewed the accident history for the subject section. Although the overall accident rate occasionally exceeds the statewide average by small amounts, there is no identifiable hazard. Accidents are fairly well distributed over the section and fairly well distributed as to type.

Based on the accident history, no additional corrective work is recommended.

L E George

L. E. George
Traffic Engineer Supervisor

GE:rw

DCC
Please review carefully
[illegible]

REFERRED TO
Beard
Cole
Eriksen
Hager
Dorn
Sample
Watson ✓ LW
Lau
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen DD ✓
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
NOV 22 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

81-125-1387

8681

8

October 26, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: For H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

The following State projects are all listed in the Preliminary Six-Year Program, but are not in the current Six-Year Construction Program and will need finance approval in order to be done during the 1978 construction season.

Section	Amount
McBride Creek-Bennet Road Section Lower Columbia River Highway	$ 900,000
Warm Springs Int.-Salmon River Curves Section Warm Springs Highway	$ 600,000
Deer Park Drive-Silver Creek Falls Interchange Sec. North Santiam Highway	$ 475,000
Bellevue-McMinnville Section Salmon River Highway	$ 479,000
Elbow Lake-Gardiner Section Oregon Coast Highway	$1,100,000
Warm Springs Jct.-Willows Section Warm Springs Highway	$ 800,000
Grant County Line-Joaquin Miller Rd. Section John Day-Burns Highway	$ 690,000

The projects are needed pavement overlays and your approval is recommended.

This matter will be on the Consent Calendar for your consideration at the November 15 meeting.

bc:
R. A. Burco
C. W. Head
F. B. Klaboe
L. W. Rulien
E. S. Hunter
R. N. Bothman
George Bell
W. J. Hart
V. E. Skoog
E. L. Hardt, Region 1
John Sheldrake, Region 2
Alfred Shirley, Region 3
Carl Williams, Region 4
Pat Schwartz, Region 5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 7, 1977

FROM: Frank E. Terpin
Location Engineer

SUBJECT: State Construction Program
Ref. Klaboe Letter: Priority
Overlays, September 30, 1977

TO: E. S. Hunter
Technical Services Engineer

The following data on the subject projects is supplied for your information.

Region 1 - McBridge Creek-Bennet Road Section
Lower Columbia River Highway

Survey will take four weeks after starting. Can start when construction slows down. Assuming 3½" overlay, construct four left-turn lanes and incidental widening will bring project cost to approximately $900,000. Material source to be commercial. No right of way required. Hardt would like to use the rest of the $1,500,000 on the Warm Springs Highway project. See attached teletype from Region.

copies in each

Jan letting
Add to planned overlay.

Region 2 - Deer Park Drive-Silver Creek Falls Intchge Section
North Santiam Highway

Simple overlay, no right of way, drainage or widening needed. Survey has been completed. Estimate is about 50% of what is allowed in Klaboe's letter. Sheldrake would like to take the rest and do the Bellevue-McMinnville Section of the Salmon River Highway.

Dec letting
O.K. Let in one Contr.?

Region 3 - Elbow Lake-Gardiner Section
Oregon Coast Highway

Right of way not required, commercial material source. Straight overlay project with 2" leveling and 2" wearing course. Construct 11,100 feet of new guardrail. Estimate, $1,100,000. See attachment from Region.

Dec. letting

Region 4 - Warm Springs Jct-Willows Section
Warm Springs Highway

Crew available to start 10/10/77, one week to do survey. Widening will be performed by State forces. Approximately 1200 feet new guardrail needed, basic section to be 32' top width. Material source is at Pole Hill and is owned by Warm Springs Indians; will need their permission to use. Estimate okay. No right of way required.

Jan letting

Region 5 - Grant County Line-Fuqua Creek Section
John Day-Burns Highway

Dec. letting

Based on prices bid for adjacent job, length of proposed project could be extended to Devine Ridge Road, about 5.1 miles. Twenty-six-foot top width, no grading required. Two-inch AC for leveling and 1½" AC wearing course. No guardrail, right of way or drainage required. Material source available within project limits. Survey completed except for approximately 2 weeks for material source development and checking on material under shoulders.

See attachment from Region.

Attachments

FET:mc

cc J. H. Versteeg (w/att)
R. N. Bothman "
E. L. Hardt "
John Sheldrake "
Alfred Shirley, Jr. "
Carl Williams "
W. E. Schwartz "

6885

LRW LAG 18 10-7-77 8.50 AM

FRANK TEPPIN
LOCATION

RE REGION 5 PRIORITY OVERLAY

BASED ON THE COST OF THE COTTONWOOD CREEK- HARNEY COUNTY LINE PROJECT THAT IS NOW UNDERWAY WE RECOMMEND THE FOLLOWING WITH THE $690,000 ALLOTTED TO THIS REGION -

HWY. 43, MP 40.38 TO 51.84 46.7
HARNEY COUNTY LINE TO DEVINE RIDGE ROAD SEC.

51.8
46.7
5.1

26 FOOT WIDE OVERLAY. EXISTING PAVEMENT 20 TO 22 FEET. EXISTING ROADBED WILL ACCOMMODATE 26 FEET WITH NO EMBANKMENT. PRELIMINARY INVESTIGATION INDICATES THERE IS ADEQUATE BASE ROCK UNDER THE EXISTING SHOULDERS FOR THE TWO TO THREE FOOT WIDENING. MUST HAVE AT LEAST 1 1/2 INCH AC LEVELING, 2 INCH RECOMMENDED WITH A 1 1/2 INCH OVERLAY. THIS SECTION IS BADLY OUT OF SHAPE AND BROKEN. THREE INCH MINIMUM OVERLAY REQUIRED.

NO OVXX GUARDRAIL, EXCAVATION, EMBANKMENT, RIGHT OF WAY OR DRAINAGE IS REQUIRED. SURVEY WILL BE LIMITED TO MATERIAL SOURCE DEVELOPMENT PLAN AND FURTHER CHECKING ON MATERIAL UNDER SHOULDERS. MAXIMUM OF TWO WEEKS WORK.

$-¾3 A
DALE ALLEN

DLM¾4.

RECEIVED
OCT 7 1977
LOCATION
SECTION

LWR MIL TT11 10-7-77 9P10-7 -AM 6883

HACKLEMAN IN LOCATION

HERE IS DATA ON OVERLAY ON LOWER COLUMBIA RIVER HWY BENNETT RD
TO MCBRIDE CR.
ASSUME 3½INCH THICKNESS,VARIABLE WIDTH,TONNAGE IS 30,700.
AT $20 PER TON, COST IS $614,99// $614,000.
4 L.T.L. NEEDED WITH INCIDENTAL WIDENING COST TOTAL $40,000
WITH 20PERCENT E. AND C. TOTAL COST WOULD BE ABOUT $800,000.
SURVEY WILL TAKE 4 WEEKS AND WE COULD FIND PEOPLE FOR IT, THE
LATER THE// IN THE SEASON THE BETTER. MATERIAL SOURCE WILL BE
COMMERCIAL. SINCE $1,500,000 IS SET UP FOR PROJECT WE WOULD LIKE
T03USE THE EXTRA ON THE WARM SPRINGS HWY OVERLAY IF POSSIBLE.
¼83¾/// FIELD WORK ON THAT IS WELL ALONG.

VK¾4.

TT 11 FROM MIL IS SIGNED BY ED HARDT

VK¾4.

LRW MIL 12 10-7-77 10.45

HACKLEMAN IN LOCATION

ADD TO SENTENCE ABOUT 20 PERCENT E.¼ /// E.C. TOTALL COST.
¼94 GROSS ESTIMATIN COST WOULD BE UNDER $1,000,000.

SORRY AND THANK YOU

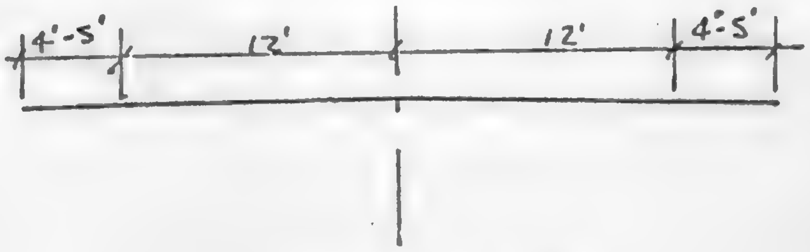
SGW¾4.

[illegible]

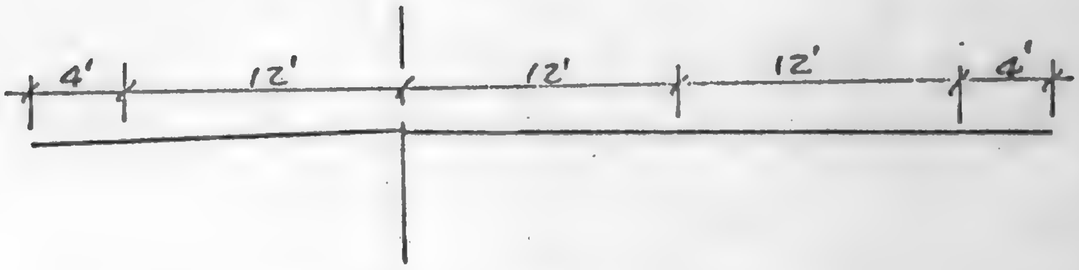
Calculation ELBOW LN - GARDINER SECTION

Made [illegible] Checked [illegible]

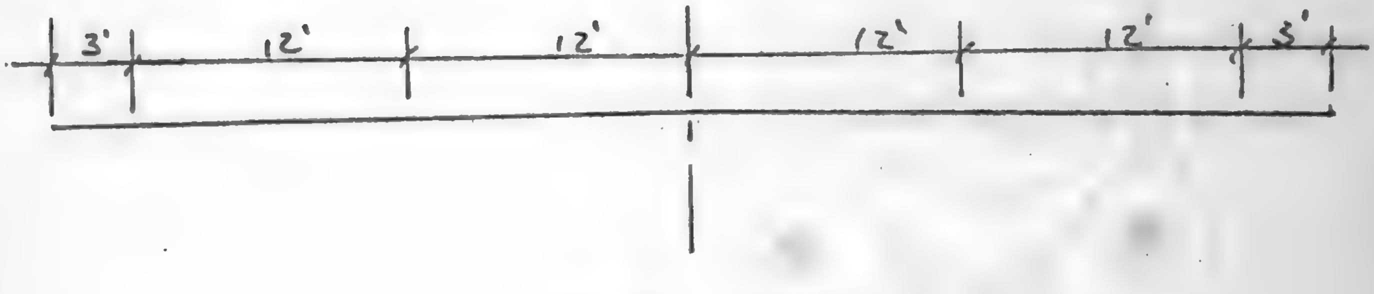
TYPICAL SECTIONS



TWO LANE



THREE LANE



FOUR LANE

Z Z

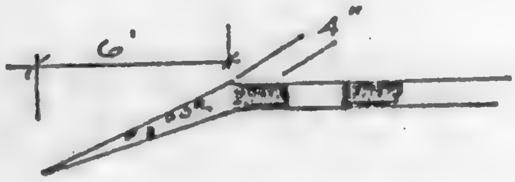
OREGON STATE HIGHWAY DIVISION

Calculation

Made by Checked by

SHLD. AGGR.

4.97 MI. (2) (5280) = 52,480' (0.037) (1.3) = 2500 Yd^3



Area = $6 \frac{(0.33)}{27(2)}$ = 0.037

1 2

OREGON STATE HIGHWAY DIVISION

Calculations ELBOW LK. - GARDINER SECT. ORE. COAST. HWY.

Made by GRASSMAN 10 / 77 [illegible]

OVERLAY QUANTITIES

MP.	- M. P.	WIDTH	= FT²
204.23	204.33	34'	17,950
204.33	205.75	44'	329,890
205.75	206.65	54'	256,610
206.65	208.42	44'	411,210
208.42	208.84	46'	102,010
208.84	209.20	34'	64,630
			1,182,300

ASSUME 2" Leveling + 2" Overlay

1,182,300 (4)(0.00621) = 29,370 Ton

NEW GUARD RAIL

TOTAL = 11,100 FT.

ADJ. GUARD RAIL

TOTAL = 2,640 FT.

A.C. CURB

TOTAL = 2,900 FT.

PRELIMINARY QUANTITY AND COST ESTIMATE

Project: ELBOW LK - GARDINER Highway OREGON COAST

County: DOUGLAS Date: 10/6/77

ITEM NO.	ITEM	UNIT	QUANTITY
1	AGGR. BASE	CU.YD.	2500
2	ASPHALTIC CONC.	TON	30,000
3	ADJ. GUAR RAIL	LIN. FT.	2,650
4	GUARD RAIL, TYPE 2A	LIN. FT.	11,100
5	A.C. CURB	LIN. FT.	3,000
			SUB
	ENGINEERING & CONTINGENCIES @ 50%		
	(Incl. Prot. & Div. & Flagging)		TO
	R/W Not Required		
	[illegible] includes existing climbing lan		
	both directions.		
	Commercial Mat'l Source		

PRELIMINARY QUANTITY AND COST ESTIMATE

Gardiner Highway Oregon Coast

Date: 10/6/77 page 1 of

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
	Cu.Yd.	2500	8^{00}	20,000
nic.	Ton	30,000	20^{00}	600,000
Rail	Lin. Ft.	2,650	2^{00}	5,300
, Type 2A	Lin. Ft.	11,100	8^{00}	88,800
/	Lin. Ft.	3,000	2^{00}	6,000
		Subtotal		720,100
Contingencies @ 50%				360,050
t. & Dir. & Flagging)		Total		$1,080,150
f Required				
ncludes existing climbing lanes in				
h directions.				
ial Mat'l Source				

8621

8

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 30, 1977

FROM: Ed
E. S. Hunter
Technical Services Engineer

SUBJECT:

It is my understanding that Mr. Klaboe would like to use some of our bank balance in furthering a State construction overlay and operational improvement program. Additionally, it is now that time of the year when maintenance rock production projects should be identified and placed on the letting schedule for this winter.

It is important for Technical Services to have these projects identified as soon as possible in order that they might be combined with appropriate projects and blended into the letting schedule during the winter months.

ESH:ja

cc F. B. Klaboe
L. W. Rulien
D. H. Moehring ✓
J. H. Versteeg

8681 8

DATE: September 30, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Priority Overlays

There are some $10+ million of state construction projects included in our 1977-79 budget. I have been a little concerned about getting at least a portion of that money under contract early enough next year so that we can get the work done during the 1978 construction season.

Each of the five Regions has submitted a priority list of overlays and I have selected the top priority from each Region to work up contracts on so that we will be ready to let them in the January-March area next year. All of these projects are listed in Program B in the new preliminary Six-Year Highway Program.

These contracts are·

Region 1

McBridge Creek-Bennett Road Section of the Lower Columbia River Highway--estimated to cost $1,500,000

Region 2

The Deer Park Drive, S.E.-Junction Silver Creek Falls Highway Section of the North Santiam Highway--estimated to cost $954,000

Region 3

Elbow Lake-Gardner Section of the Oregon Coast Highway--estimated to cost $1,200,000

Region 4

Warm Springs Junction-Willow Section of the Warm Springs Highway--estimated to cost $800,000

Region 5

Harney County Line-Fuqua Creek Section of the John Day-Burns Highway--estimated to cost $690,000.

Please work up these jobs this fall and winter in anticipation of Commission approval early next year.

FBK:srb

cc: Robert A. Burco
H. S. Coulter
L. W. Rulien
D. H. Moehring

8682 Beaverton-Tigard Hwy. @ 1978
Greenburg Rd. just north of
Tigard (Traffic signal instal.)

C&Q 8682 12-12-77

8682

B

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

2-25-80

STATE COPY

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 2-25-80	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. TQF-79(5)
COMPLETION DATE 12-19-78	ACCEPTANCE DATE BY CONTRACT AGENCY 7-20-79	TIME ELAPSED 124 %	CONTRACT TIME 250 C.D.
APPROVED EXTENSIONS 28 C.D.	LOCATION S.R. 217, 0.1 mil, NW of City of Tigard		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BEAVERTON/TIGARD HWY @ SW GREENBURG RD
BEAVERTON-TIGARD HWY
Traffic Signal

RECEIVED
STATE HWY ENGR
FEB 28 '80
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

2-28
cf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer DATE 2-26-80	TITLE Field Operations Engineer DATE 2-26-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

July 25, 1979

Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

Gentlemen:

Contract No. 8682 awarded to Hamilton Electric, Inc., for traffic signal installation on the Beaverton-Tigard Highway at S.W. Greenburg Road in Washington County was completed on December 19, 1978, and accepted by the State Highway Engineer on July 20, 1979.

Final payment in the amount of $5,395.75 will be released to the contractor after July 30, 1979. The total contract amount is $66,529.55 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8682

8

May 11, 1979

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

Gentlemen:

Time Extension
Beaverton/Tigard Hwy. @ Greenburg Road
Washington County
FAP No. TQF-79(4)
Contract No. 8682

A review has been made of the additional information you have supplied. Reinvestigation of our records and further conversation with the Resident Engineer has revealed there were delays in acquiring some materials for the added work which did delay completion of the project and a 28 calendar day extension is hereby granted for that reason leaving 32 days of liquidated damages on this project.

According to our records the added work did not affect the contract time until the poles were installed on October 30, 1978. A graphical analysis of the time necessary to complete the contract work from that point based on actual work performance indicates an earliest completion date of November 21, 1978, if the extra work had not been added. Days charged after that date are therefore being returned by this extension of time.

I wish to apologize for our failure to recognize the justified delays to the project and for the extended time it has taken to review your request. I do appreciate your perseverance in pursuit of this request which helped us determine the necessary adjustment to the contract time.

Should you wish to review this matter further, please contact the Resident Engineer in order to insure the most comprehensive evaluation of the information presented.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr jh
bc: C. T. Keasey
Robert Church
E. L. Hardt
E. Rodriguez
FHWA

E-320 (Rev. 5-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 15, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 310 days, within which to complete our Contract No. 8682, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By

CONSENT OF SURETY

Date February 15, 1979

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Genevieve A. Bernhardt
Attorney-in-fact
Genevieve A. Bernhardt (SEAL)

not required by law
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8682 Contractor Hamilton Electric, Inc.

Highway Beaverton - Tigard

Section Beaverton/Tigard Hwy. @ S. W. Greenburg Road

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

Information supplied does not show delays to the contract beyond control of the contractor.

5-10-79 (Reanalysis) GRANTED

An extension of 28 calendar days is granted for delays due to the added work.

Recommended for Approval:

Regional Engineer

O. B. J

For Construction Engineer ~~or Bridge Engineer~~

/S Coulter

State Highway Engineer

Contract No. 8682

Project designation TQF -79(5)
State-Federal

Date awarded January 30, 1978

Work started August 30, 1978

Per cent completed 100%, Dec. 19, 1978
Date

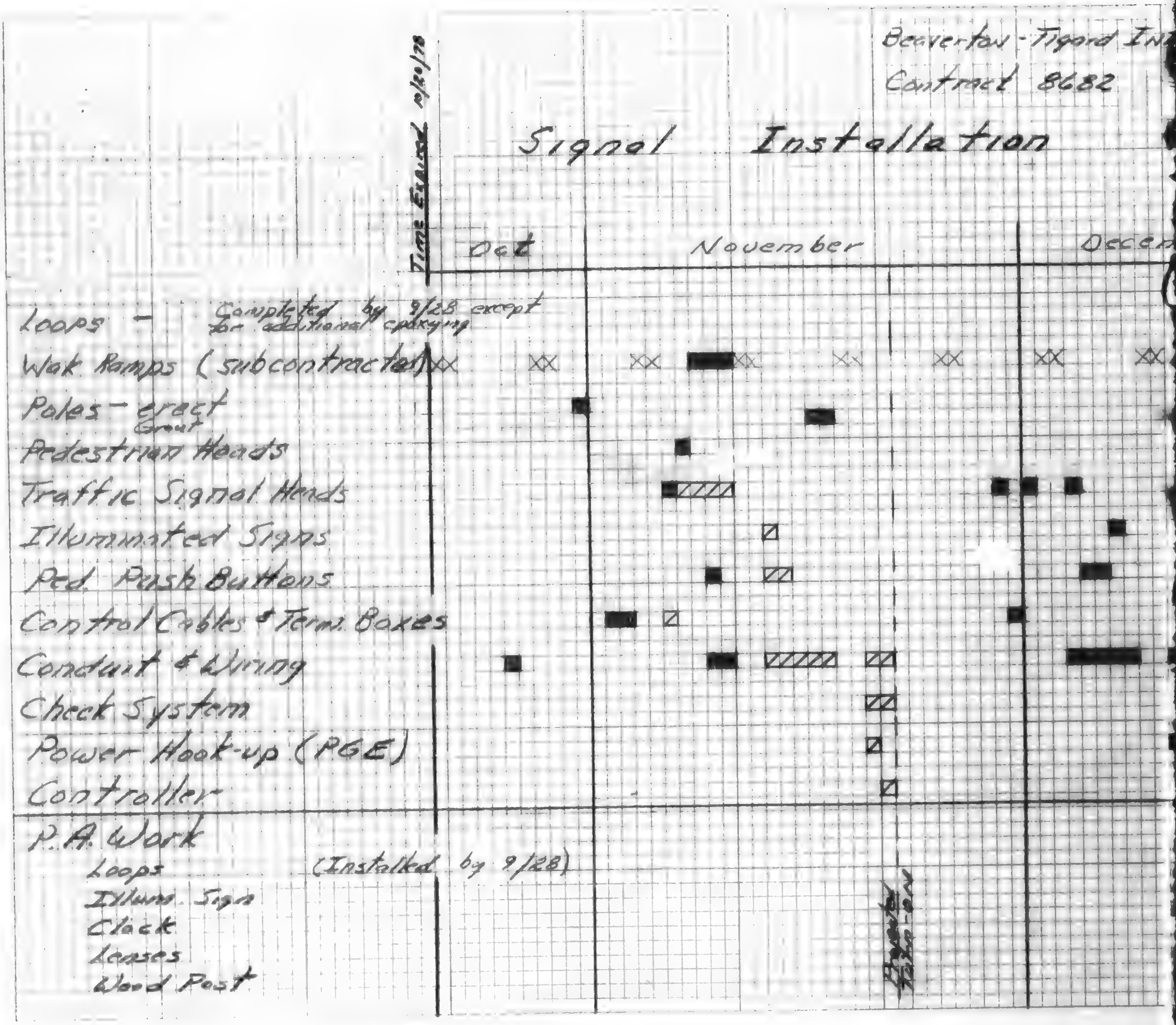
No. of Workdays Allowed 250

No. of Workdays Used 310

No. of Added Workdays Requested 60

SP*67865-734

46 0703

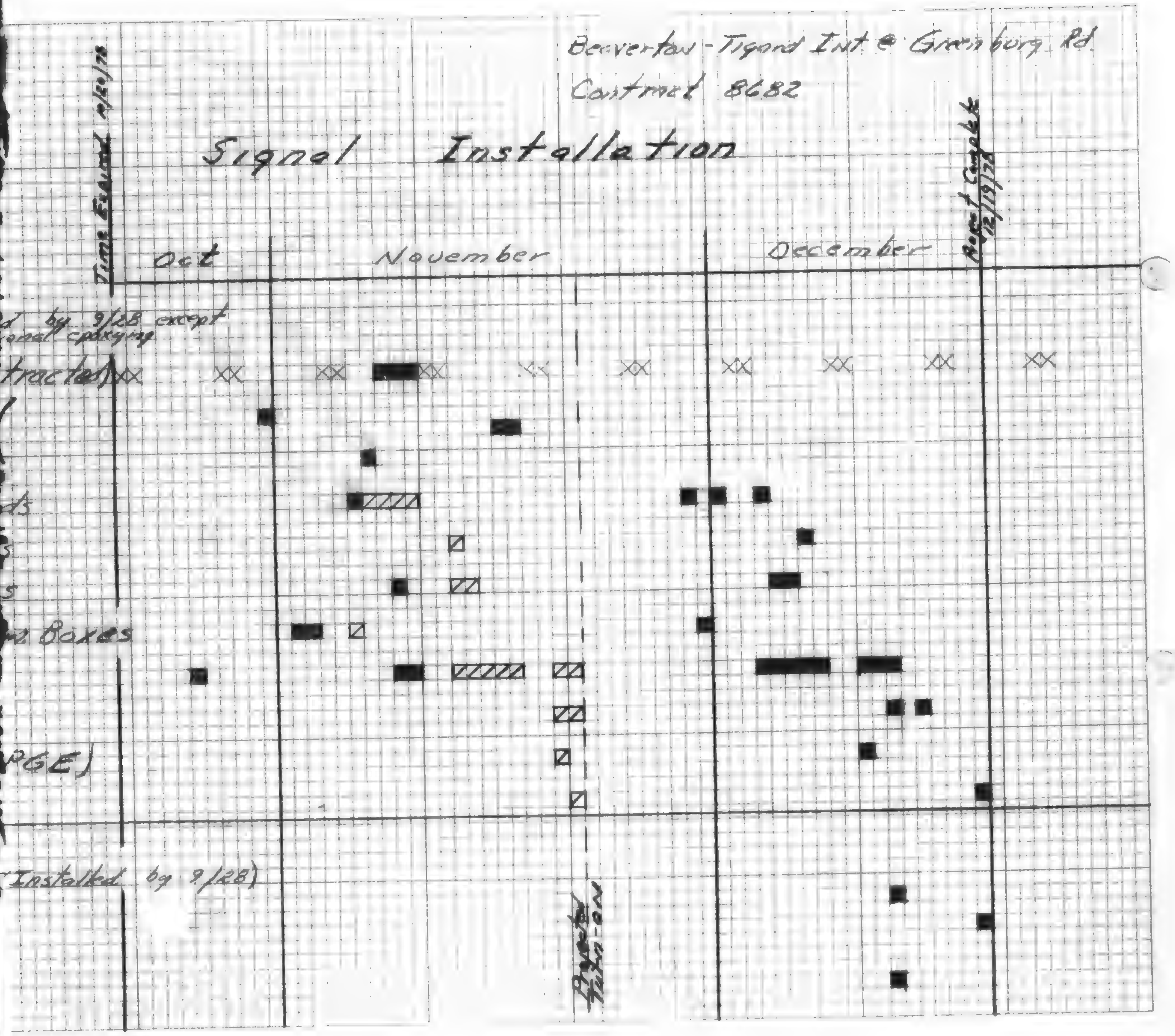

Beaverton-Tigard In
Contract 8682
Signal Installation
Time Elapsed 10/20/78
Oct
November
Decem
Loops - Completed by 9/28 except for additional epoxying
Wak Ramps (subcontracted)
Poles - erect
Grout
Pedestrian Heads
Traffic Signal Heads
Illuminated Signs
Ped. Push Buttons
Control Cables & Term. Boxes
Conduit & Wiring
Check System
Power Hook-up (PGE)
Controller
P.A. Work
Loops (Installed by 9/28)
Illum. Sign
Clock
Leases
Wood Post
Projected Turn-on

K+E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.

46 0703

Beaverton-Tigard Int. @ Greenburg Rd.
Contract 8682

Signal Installation



ELECTRICAL CONTRACTING

RECEIVED
STATE HWY ENGR

APR 23 '79

REFER TO
Keesey

FOR

Info	Imm	R/D	D/R	Sign	Act	File
☐	☐	☒	☐	☐	☐	☐

April 20, 1979

H. S. Coulter, State Hwy. Engineer
Department of Transportation
Transportation Bldg.
Salem, Oregon 97310

RE: O.S.H.D. #8682, Beaverton-Tigard Hwy. @ Greenburg Road,
Washington County

I am writing in response to your letter of April 13, 1979, which reviewed our request for time extension. The information in your second paragraph is not exactly accurate and I want to submit documentation to clarify it for your further consideration. It is true that the price agreement was initiated by a letter dated August 17 from the Resident Engineer. On August 21, 1978 we received this letter and began to pull our costs together to make a quotation. On August 25, 1978 we wrote a letter to our supplier (copy attached) asking for their price quotation. Their quotation was not returned to us until we received a letter dated September 22, 1978 (copy attached). We put our quotation together and submitted a price change to the Resident Engineer on October 6, 1978 (copy attached). He asked for a further breakdown and this was done in our letter of October 24, 1978, which was finally accepted on a price agreement dated November 8, 1978. In our opinion, this documentation justifies the time spent to submit the information and shows that we acted on a timely basis and did not delay the project as your letter infers.

In our opinion, this change was a constructive change initiated by the State and should be grounds for a time extension despite the delay of other materials.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/jb

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

August 25, 1978

Fill in truck

Multisonics, Inc.
P. C. Box 2295
Dublin, California 94566

RE: Beaverton/Tigard @ Greenburg Road

Please send a price for the following:

Delete 2 - 12"R - 12"Y - 12"G RTA signals

Delete 4 - 12"G VA lens

Add 4 - 12" Green lens

HAMILTON ELECTRIC, INC.

Kenneth W. Hamilton

KWH/jb

Court • P.O. Box 2295 • Dublin, CA 94566

September 22, 1978

Hamilton Electric
P.O. Box 708
Eugene, OR 97440

ATTENTION: KEN HAMILTON

SUBJECT: Your P.O.#0175
Our S.O.#4468-04
Tigard at Greenburg Road
City of Beaverton

Gentlemen:

With reference to your letter dated August 25, 1978, our customer, Automatic Signal, has informed us that the material for subject job has been shipped to you. Automatic Signal indicated that they would prefer not to issue a credit for the return of the unused lenses.

Your cost for four (4) each of 12" Green Lenses Part No. PT #A-700009-1 is $8.00 each.

Should you have any questions, please feel free to contact us at your convenience.

Yours truly,

Gordon Sandilands

Gordon Sandilands
Sales Engineer

GS/kat

Telephone (415) 829-3300

October 6, 1978

Enrique Rodriquez, Resident Engineer
Oregon State Highway Department
10550 S. W. Allen, Suite #213
Beaverton, Oregon 97005

RE: Beaverton-Tigard Interchange
Oregon State Highway Department #8682

We propose to complete the following according to your change request in your letter dated August 17, 1978:

1. Install interior illuminated sign - add $333.00. Mat - 274.00 L - 59.00 [illegible]
2. Delete vehicle signal head - delete ($47.00). M - 3.00 L - 44.00
3. Change bottom lens vehicle signal heads - add $45.00. M - 18.00 L - 27.00
4. Install interior illuminated sign - add $333.00. L - 274.00 M - 59.00
5. Delete vehicle signal head - deduct ($47.00). M - 3.00 L - 44.00
6. Change bottom lens in vehicle heads - add $44.00 M - 18.00 L - 26.00
7. Add one loop detector - add $173.00. M - 48.00 L - 125.00
8. Delete two loop detectors - deduct ($256.00). M - 80.00 L - 176.00
9. Furnish and install one wood post - add $80.00 M - 36.00 L - 44.00
10. Add clock in controller - add $216.00. M - 216.00 L - ——

HAMILTON ELECTRIC, INC.

Betty L. Hanson for
K. W. Hamilton, Estimator

BLH/jb

Note: Material includes equipment when applicable @ cost plus 15%
Labor includes subsistence @ cost plus 20%

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8682

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 10, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Beaverton/Tigard Hwy. @
Greenburg Rd.
Washington County
Contract No. 8682

The contractor, Hamilton Electric, Inc., has twice asked us to reconsider their request for additional time mainly for the reason of the added price agreement work.

Dates related to the price agreement are as follows:

Revised signals	June 19
Added revisions and asked contractor for price	August 17
Price quote from supplier	October 6
Received further breakdown of prices as requested	October 25
Price Agreement written	November 8
Price Agreement transmitted by Resident for approval	November 27

Price agreement work involved the following:

1) Furnish and install two interior illuminated signs.
2) Furnish and install one clock in controller.
3) Furnish and install one wooden sign post.
4) Furnish and install two 12-inch lenses (to replace specified lenses).
5) Delete two and add one loop detector installations.

After reviewing our records again and in conversation with the Resident Engineer, it becomes apparent that a no work period shortly after the signal poles were erected was related to the added work. The contract work was delayed in obtaining new control cables with the revised additional wires to connect to the illuminated signs. There were eighteen calendar days lost while obtaining the new cables where contract work could not be performed.

Because the contractor was not ready to install the controller once it had been tested and approved, it was kept at our electrical shop. Subsequent checking of other controllers from the same supplier disclosed a problem with inadequately cleaned circuit boards was discovered. The controller for this project was reexamined on December 11 as it was still at the shop, and found to have this same problem. The problem is not obvious until the controller is exposed to intensive heat (as in our testing procedures) which activates a growth on the circuit boards. New parts and retesting were required. The controller was not available for installation until December 19, 1978.

The controller could have been installed December 12 and the signals turned on had the controller not been undergoing retesting. Without the delays due to the added work, the controller would have been picked up and installed prior to its reexamination. Had any problems occurred then, the contractor would not have been held liable for time as the controller had been approved and the project was substantially complete. Seven days were charged due to the added testing time.

A total of 25 days was lost due to the added work by this method of analysis.

In comparison, a graphical analysis of the time necessary to complete the contract items exclusive of the added work and based on the actual work performance shows completion of the work on November 21, 1978. An additional 28 days were required to complete the project which would be attributed to the extra work. This compares favorably with the 25 days above. Giving the contractor the benefit, it is recommended a 28 calendar day extension be granted.

There remains 32 days liquidated damages.

FHWA approval will not be required.

A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: Ed Hardt (w/att.)
E. Rodriguez "

86 82

STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-167		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 1	4-26-79	Project Number TQF-79(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 6, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 87,094.00	$ 92,250.00
Federal funds	$ 74,726.00	$ 79,140.00
Other revisions		

This modification is made for the following reasons:

To include increase in preliminary engineering costs, and increase in construction items cost, and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of April, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

Bxx For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon April 18, 1979

Federal Aid Project
No. TQF-79(5)

Beaverton/Tigard Hwy. @ S.W. Greenburg Rd.
Beaverton-Tigard Highway
Washington County

Revised Project Agreement Estimate

Type Code PE Preliminary Engineering	All Required	$10,400.00
Type Code Y031 Signals Subtotal of previous estimate of 2-1378		$69,951.64
Approved Additional Items		
Revise guardrail & curb crosswalks (S.F.O. #3)	All Required	$ 1,000.00
Furnish and install permanent signs (S.F.O. #1)	All Required	300.00
	Increase	$ 1,300.00
	Subtotal	$71,251.64
	Engineering	9,998.36
	Engineering (Signal Control Testing)	600.00
	Total	$81,850.00

Length of Project - - - - - - - - - - - - 0.0 mi.

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$10,400.00	$ 8,920.00	$ 1,480.00
Signals	81,850.00	70,220.00	11,630.00
TOTAL	$92,250.00	$79,140.00	$13,110.00

Group 1 - 100%
Contract - 8682
Prefix - 134-1012
Prefix - 134-1957

8682

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-45	. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-6-78	Oregon County Washington Project No. TQF-79(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Beaverton/Tigard Hwy. at S.W. Greenburg Rd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	September 26, 77	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	January 4, 1978	0.00
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 87,094.00	$ 74,726.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Technical Services Engineer
(Title)

By
State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator MAR 6 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, February 13, 1978

Federal Aid Project
No. TQF-79(5)

Beaverton/Tigard Hwy. at S.W. Greenburg Rd.
Beaverton - Tigard Highway
Washington County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 7,000.00

Type Code Yo31
Signals

Temporary Protection and Direction of Traffic	All Required		$ 841.00
Temporary Signs	148 Sq.Ft.	3.83	566.84
Temporary Barricades	2 Only	120.50	241.00
Flagmen	80 Hour	26.06	2,084.80
Sidewalk Ramps	2 Only	472.00	944.00
Traffic Signal Installation, Complete	All Required		64,451.64
			$69,451.64

Anticipated Items

Permanent Pavement Striping	All Required		$ 500.00
	Subtotal		$69,951.64
	Engineering		9,542.36
	Engineering (Signal Controller Testing)		600.00
	Total		$80,094.00

Length of Project - - - - - - - - - - - 0.00 mi.

Work retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 300.00
Guardrail and Roadwork	All Required	1,000.00

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,000	$ 6,006	$ 994
Signals	80,094	68,720	11,374
Total	87,094	74,726	12,368

Group 1 100%

Contract No. 8682

Prefix 134-1012

Prefix 134-1957

8682

April 13, 1979

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Gentlemen:

Time Extension Request Review
Beaverton-Tigard Hwy. @ Greenburg Rd.
Washington County
FAP No. TQF-79(5)
Contract No. 8682

As requested in your April 6 letter, we have again reviewed your request for time extension on the above project.

Our records agree with your statement that Price Agreement No. 1 was initiated on August 17, 1978, by our request for a price quote for this work. No price quote was received from you until October 25, 1978, a delay of over two months. This delay appears to be within your control, and it further appears that the time overrun was due to a late delivery of materials which we are unable to substantiate as being beyond your control.

Should you disagree with our findings or feel that we have overlooked something, I urge you to contact the Resident Engineer and arrange for a detailed review of your request for additional time.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:fr ji

bc: C. T. Keasey
Ed Hardt
Enrique Rodriguez

HE
ELECTRICAL CONTRACTING

RECEIVED
STATE HWY ENGR
APR 9 '79
REFER TO
Construction
FOR

April 6, 1979

4/10
ay

H. S. Coulter
State Highway Engineer
Department of Transportation
Highway Division
Salem, Oregon 97310

RE: Oregon State Highway Department #8682
Beaverton/Tigard Hwy. @ Greenburg Road

We have just received your April 3, 1979 letter which denies our request for extension of time. We are asking you to review your letter and our request, in that we feel that part of our documentation was apparently overlooked. A directed change in this project by the Oregon State Highway Department should entitle us to an extension of time. As we indicated in our original presentation, Price Agreement #1 was initiated on August 17, 1978 but was not finally approved until November 8, 1978. Our scheduled completion date for this project was October 20, 1978, so there was no way that we could complete the work that we were directed to do in the time limit allocated. The documentation outlining this accompanied our request for an increase in number of work days. Will you please advise us just as soon as you have had the opportunity to review this file.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/jb

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

8682

4

April 3, 1979

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

Gentlemen:

Time Extension Request
Beaverton/Tigard Hwy. @ Greenburg Rd.
Washington County
FAP No. TQF-79(5)
Contract No. 8682

Your request for an increase in calendar days to complete the above project has been given careful review. The project does not appear to have been delayed for the reasons stated in your request. The information supplied does not show or document delays resulting from material shortages or labor disputes. Your request for an extension of time is hereby denied.

There remains 60 days liquidated damages.

Any additional information in support of this request should be submitted through the Resident Engineer.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:DA:fr   ji

bc: C. T. Keasey
Ed Hardt
Robert Church
E. Rodriguez
FHWA

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8682

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 29, 1979

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Beaverton/Tigard Hwy. @
S.W. Greenburg Rd.
Washington County
Contract No. 8682

Hamilton Electric, Inc., contractor on the above signal project, has requested a 60 calendar day increase in which to complete the project. Reasons given for the requested time are delays in delivery of materials, a labor dispute and extra work.

The work added under Price Agreement, which was the only extra work, was incidental to the work being performed. Work included adding two illuminated signs, a clock in the controller, furnishing and installing one sign post and two lenses. This work did not appear to cause any delays to the project. No time is recommended for extra work.

Late delivery of the signal poles is attributed to a railway strike and availability of raw materials. The information furnished, which includes a letter from the supplier, does not show nor sufficiently document a material shortage or labor dispute. Any delay to the project is not apparent. No time is recommended for material shortage or labor dispute.

It is recommended this request for a time extension be denied.

The project overran the contract time by 60 calendar days for which the contractor is being assessed liquidated damages.

A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: Ed Hardt
E. Rodriguez

RECEIVED
STATE HWY ENGR
APR 2 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

E-230 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 15, 1979

Gentlemen:

250 We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 310 days, within which to complete our Contract No. 8682, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By

CONSENT OF SURETY

Date February 15, 1979

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Genevieve A. Bernhardt
Genevieve A. Bernhardt

(SEAL)

not required by law
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8682 Contractor Hamilton Electric, Inc.

Highway Beaverton - Tigard

Section Beaverton/Tigard Hwy. @ S. W. Greenburg Road

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

Information supplied does not show delays to the contract beyond control of the contractor.

Recommended for Approval:

Regional Engineer

D. B. Jackmond Fw
Construction Engineer ~~Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No.	8682
Project designation (State-Federal)	TQF -79(5)
Date awarded	JANUARY 30, 1978
Work started	AUGUST 30, 1978
Per cent completed	100%; DEC. 19, 1978 (Date)
No. of Workdays Allowed	250
No. of Workdays Used	310
No. of Added Workdays Requested	60

SP*67865-734

HE HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

O.S.H.D. Contract #8682 - Beaverton/Tigard Hwy. @ S.W. Greenburg Road

The Oregon Transportation Commission accepted our proposal on January 30, 1978. The day count began on February 13, 1978 with the completion date set for October 20, 1978. Our order for the poles on this project was placed on February 22, 1978 (copy enclosed). Pole approval drawings were submitted to us and we in turn forwarded them to the Resident Engineer on April 11, 1978. They were approved for manufacture on May 1, 1978. The poles were delivered to us on October 20, 1978 and at that time, the work proceeded on a timely basis until its completion on December 19, 1978. A copy of a letter from the manufacturer indicating the reasons for the delay in shipment is enclosed. You will note that both a railway strike and problem of delivery of raw materials caused the delivery delay. This was beyond our control.

The Oregon State Highway Division initiated changes covered under Price Agreement #1 (dated November 8, 1978) on August 17, 1978. When the changes were finally approved and forwarded to us we had to order the necessary materials from our suppliers and then make the installation on the job. Since the price agreement was not finalized until 19 days after the scheduled completion date of the project we believe that this time plus the additional 41 days to procure and complete installation of equipment is a reasonable time extension request.

RECEIVED
FEB 21 1979
NOTED Res. Dt. Engineer

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

8682

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
FEB 1 4 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE: February 2,1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQF-79(5)

Contract 8682, Work Completed December 19, 1978
Project Beaverton/Tigard Hwy. @ SW Greenburg Road
Highway Beaverton-Tigard
County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 1-18-79

213

G.K.
G. L. Green
Division Administrator

NOTED
H.S. COULTER

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

Routing
RECEIVED
FEB 1 3 1979
CONSTRUCTION SECTION

[illegible]
Cond
Jackmond
[illegible]
Johnson
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

8682 8

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BEAVERTON-TIGARD HIGHWAY @ S.W. GREENBURG ROAD

WEEK ENDING: JANUARY 19, 1979

SECTION PREFIX: 134-1012

HIGHWAY: BEAVERTON-TIGARD

COUNTY: WASHINGTON

NAME OF JOB: BEAVERTON-TIGARD HWY. @ SW GREENBURG

KIND OF WORK: TRAFFIC SIGNALS

CONTRACTOR: HAMILTON ELECTRIC, INC.

CONTRACT NUMBER: 8682

FEDERAL AID PROJECT NUMBER: TQF-79(5)

DATE OF CONTRACT: JANUARY 30, 1978

DATE WORK STARTED: AUGUST 30, 1978

ESTIMATED COMPLETION DATE: DECEMBER 19, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 250

CALENDAR DAYS USED: 310

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 124

PROJECT AUTHORIZATION: $82,270.12

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $75,084.96

ENGINEERING AUTHORIZATION: $7,185.16

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $75,084.96

ENGINEERING COST TO DATE: $5,555.55

DATE PROJECT WAS COMPLETED: DEC. 19, 1978

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 77 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

[redacted]	TRAFFIC SIGNALS					
PERCENT	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	SNOW	0		
MONDAY 15	OVERCAST	0		
TUESDAY 16	OVERCAST	0		
WEDNESDAY 17	CLEAR, COLD	0		
THURSDAY 18	CLEAR, MILD	0		
FRIDAY 19	RAIN	0		
SATURDAY 20		0		

Routing
Kelsay
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
JAN 22 1979
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No Activity
MONDAY 15	No Activity
TUESDAY 16	No Activity
WEDNESDAY 17	No Activity
THURSDAY 18	No Activity
FRIDAY 19	No Activity
SATURDAY 20	No Activity

REMARKS

Status to Date: Job COMPLETED. Semi-Final to be submitted by Feb. 23, 1979.

SIGNED E Rodriguez LOCATION Beaverton

E. Rodriguez

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8682

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-625-985

STATE COPY

cc: State (H. S. Coulte

1-18-79

U.S[illegible]PARTMENT OF TRANSPORTATION
[illegible]ERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Washington	**DIVISION** Oregon
IN COMPANY WITH Marion Craft, OSHD; Hank Rodriquez, OSHD			
DATE OF INSPECTION 1-18-79	**INSPECTION MADE BY** W. N. Bryant, Area Engineer		**PROJECT NO.** TQF-79(5)
QUALITY OF WORK* Satisfactory	**PROGRESS OF WORK** See Below	**TIME ELAPSED** 124 %	**WORK COMPLETED** 100 %

BEAVERTON/TIGARD HWY. @ S.W. GREEBURG RD.
BEAVERTON-TIGARD HWY.
Traffic Signal

Work completed under this project consisted of the installation of multiphase traffic signals at the north and south bound ramp terminals, revision of turning lanes and illumination. A contract in the amount of $69,451.64 was awarded Hamilton Electric Inc. on January 30, 1978. Work began on August 30, 1978 and was completed in reasonably close conformance with the approved plans and specifications including spproved changes on December 19, 1978 at a final estimated cost of $64,351.37 which includes $67,977.37 for original bid items, $874.00 under Price Agreement No. 1, liquidated damage credit of $4,500.00, and $6,543.21 for engineering. A total of 310 calendar days were used in completing the work as compared to the contract time of 250 calendar days. Liquidated damages were assessed accordingly.

It was noted during the inspection that two signal heads (both right-turn arrows) had not been installed as originally planned. Subsequent to contract award the State Traffic Section determined that these two signal heads were not needed and they were eliminated from the work accordingly. P.A. #1 in the amount of $874.00 covering five different items of work included $94 credit for deletion of these two signal heads (covering installation labor costs only). The signal heads were retained by the State. Since these signal heads were not, in fact, incorporated into the work, a credit should be applied to the project covering the cost of this equipment.

Acceptance of the contract work is recommended.

RECEIVED
STATE HWY ENGR
FEB - 6 '79
REFER TO Kealey
FOR
File
Act X
Sign
D/R
R/P
Invs
Info

FORM FHWA-1446 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

#6142 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 10-2-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-79(5)

STATE PROJECT NO. See below

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71113

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-4-78	9-11-78	Primary 79 Secondary 144

GENERAL LOCATION:

Beaverton/Tigard Hwy. at S.W. Greenburg Rd.

GENERAL DESCRIPTION OF WORK:

Revise guard rail & curb at crosswalks

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XX XXXXXX
XXXX XXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 9-11-78, as requested in Mr. Keasey's letter of 9-22-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $1,000 - Federal Funds $858.

NOTED
F. B. KLABOE

DATE 10-2-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

#8682 U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION 4-17-78

8

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-79(5)

STATE PROJECT NO.: See Below

COUNTY NAME: Washington

PROGRAM NO.:

ITEM NO.: 71113

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-4-78	3-3-78	Primary 79 Secondary 144

GENERAL LOCATION:

"Beaverton - tigard Highway at SW. Greenburg Road"

GENERAL DESCRIPTION OF WORK:

Furnish and install permanent signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~[illegible]~~ ~~[illegible] AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 3, 1978, as requested in Mr. Keasey's letter of April 7, 1978 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $300, Federal funds $258.

NOTED
F. B. KLABOE

Swan 11-25

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-17-78	G. K. Hoeuer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8682

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Enrique Rodriguez
L. E. George

February 17, 1978

Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 8682 for traffic signal installation on the Beaverton-Tigard Highway at Greenburg Road in Washington County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Surety Seal Missing
2-7-78

HE
ELECTRICAL CONTRACTING

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

TRANSMITTAL NOTICE

To:
Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

Date: February 3, 1978

Transmitted herewith:

NO. OF COPIES	DATED	TITLE
		Two fully executed copies of contract for Beaverton/Tigard Highway @ S.W. Greenburg Road. Oregon State Highway Department #8682.

MEMORANDUM

NOTED
C. W. HEAD

RECEIVED
FEB 7 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Enc:

cc:

HAMILTON ELECTRIC, INC.

By Betty L. Hanson

Equal Opportunity Employer

8682 9

January 31, 1978

Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on January 30, 1978, accepted your proposal for a traffic signal installation on the Beaverton-Tigard Highway at Greenburg Road in Washington County for the sum of $69,451.64 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received later that same day and the State Highway Engineer awarded you the project, which has been assigned Contract No. 8682.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 13, 1978.

Very truly yours,

C. W. Read
COMMISSION SERVICES

Enc.

fkm

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wa. & Portland

C. T. Kassey
Robert Church
Walt Hart
Ed Hardt
Enrique Rodriguez

L. E. George
SAIF

968

9

December 12, 1977

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: Roger Thomssen
Director of Elections & Records

MISC. CONTRACTS and AGREEMENTS No. 6304

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Beaverton-Tigard Highway at Greenburg Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

8682 9

U.S. DEPARTMENT OF TR[illegible]TATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-79(5)
STATE PROJECT NO. See below
COUNTY NAME Washington
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. 7113

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 28 '77
REFER TO [illegible]
FOR

Info	Invs	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED
DATE AUTHORIZATION EFFECTIVE 9-26-77
FEDERAL ROUTE NUMBER Primary 79
STATE ROUTE NUMBER Secondary 144

GENERAL LOCATION:

"Beaverton -Tigard Highway at S.W. Greenburg Rd."

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $12,700 F.F. $10,896
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-19-77, I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

Also, as requested you are authorized to proceed with the work as shown above.

DATE 9-26-77
SIGNATURE OF APPROVING OFFICIAL
TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8682

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 16, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: D. H. Moehring
Program Management Engineer

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Statewide Project Assessment
Signalization of ramp terminals
ORE 217 and Greenburg Road
Interchange
Washington County
Planning File No. 77-97

E. S. HUNTER

The subject project would signalize ramp terminals at the subject interchange. Traffic is presently controlled by stop signs at the off-ramp terminals. Existing channelization would be used. Only installation of signals, support poles, and suspension would be required.

Signal warrants place the interchange high in statewide priority. The interchange is one of the accesses to Washington Square Shopping Center from ORE 217. Traffic volumes have become high enough to require signalization to provide adequate turning opportunities for all movements. By agreement with DEQ, an indirect source permit is not required. The subject signal project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and this project is of a type for which the Statewide Assessment for Safety Projects is applicable. The Statewide Assessment classifies this project as Non-Major.

No FHPM 7-7-3 noise study report will be required.

GAP:cjh

cc: E. S. Hunter ✓
R. N. Bothman
Craig Markham

RECEIVED
TECHNICAL SERVICES

AUG 17 '77

REFER TO

FOR

Info	Inves	R/D	L/R	Sign	Act	File

8682

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

July 18, 1977 Telephone 238-8226

RECEIVED
STATE HWY ENGR
JUL 20 '77
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

Seven signalization projects have been identified for an accelerated program, funded through State Transitional Quarter funds, on various state highways in the CRAG area. These signalization projects rank high on the statewide traffic signal priority list and are shown in the Special Supplemental Preservation Project section of the Six Year Program for funding in FY78 and 79. These projects, which are being accelerated for immediate implementation, are as follow:

1. Nyberg Road Interchange (Ramp Terminals), Pacific Highway (I-5) - 2 signals estimated at $150,000.
2. Jantzen Beach Interchange, Pacific Highway (I-5) - 2-phase signal estimated at $36,000.
3. McDonald Road (Tigard), Pacific Highway West - 3-phase signal estimated at $81,000.
4. 170th Avenue (Washington County), Tualatin Valley Highway - 3-phase signal estimated at $62,000.
5. 22nd Avenue (Milwaukie), Pacific Highway East - 2-phase signal estimated at $59,500.
6. Greenburg Road Interchange (Ramp Terminals), Beaverton-Tigard Highway - 2 signals estimated at $80,000.
7. Nyberg Road (Tualatin), Beaverton-Tualatin Highway - 3-phase signal estimated at $44,000.

For information, a signalization project for 170th and Farmington Highway is also begin accelerated through our Title II program.

The project requests for the seven signalization projects are being introduced for consideration at the July 22, 1977, TTAC meeting. Additionally, by copy of this letter, TTAC members are being advised of our proposed request to incorporate the seven signal projects in the FY77 element of the TIP.

Your assistance in incorporating these projects in the Annual Element is requested. Due to the potential for early implementation, CRAG Board approval is needed in order for the projects to receive P. S. & E. approval late this summer.

These projects were included in our response to Mr. Ockert's solicitation letter for projects to be incorporated in the CRAG Transportation Improvement Program, shown in later funding years.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

~~Attachments~~

cc: TTAC Members
F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. H. Versteeg
E. L. Hardt
L. E. George
B. L. Gifford
Robert Judson
M. C. Holmes
G. A. Potter

8683 Bellevue-McMinnville Sec. 1978
of Salmon R. Hwy. southwest of
McMinnville (Gr,pave,struc & sig

#8683

2

August 13, 1979

Rathbone, King & Seeley
1 S.W. Columbia Street
Portland, OR 97201

Gentlemen:

A post-final payment for $1,800 will be made to Roy L. Houck Construction Co. on Contract No. 8683 for work on the Bellevue-McMinville Section of the Salmon River Highway in Yamhill County as soon as the warrant is prepared.

The total amount paid on this contract will be $504,708.21 including the post-final payment. Of the total $571.27 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

cc: Roy L. Houck Construction Co.
2705 Lancaster Drive N.E.
Salem, OR 97303

Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97302

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

FKN/mdd

#8683

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8683

Salem, Oregon
August 1, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Bellevue-McMinnville Section
Contract No. 8683

TO: Memo to File

The contractor on the above project, Roy L. Houck, has requested a reconsideration of his request for additional contract time. The original request from the contractor claimed 14 days due to total project overrun of 11 percent. This part of his request was denied since no delays were claimed, only a somewhat minor total project overrun.

The Region and Resident have provided additional review of significant contract items and find that an overrun of Class "B" asphaltic concrete mixture and aggregate shoulders required six additional workdays to complete. Also the "extra work" of roadway reinforcement required an additional two workdays. These eight workdays, or 12 calendar days, should be returned to the contractor under Phase "B", completion of all work.

This is a State project.

OBJ:fr

cc: H. S. Coulter
C. O. Fredrickson
Loren Weber

Noted H. S. COULTER

RECEIVED
STATE HWY ENGR
AUG 2'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

~~ROBERT W. STRAUB~~
GOVERNOR

Vic Atiyeh

Department of Transportation
STATE HIGHWAY DIVISION

August 1, 1979

Roy L. Houck Construction Company
2705 Lancaster Drive N.E.
Salem, OR 97303

Gentlemen:

Time Extension Request
Bellevue-McMinnville Section
Contract No. 8683

This is to acknowledge your request for reconsideration of your time extension request on the above project. A review of the project records indicates that the additional quantities of aggregate shoulders and Class "B" asphaltic concrete mixture did require additional contract time to complete. An extension of nine calendar workdays is granted for this additional work. Also, three additional calendar workdays are granted for work done under Price Agreement No. 4, reinforce roadway.

A time extension of 12 calendar workdays is therefore granted for Phase "B" of this project. There are no liquidated damages for Phases "A" and "C" and 12 days of liquidated damages remain for Phase "B" of this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By

O. B. Jackmond

O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
C. O. Fredrickson
Loren Weber
Bob Church

Form 81-734 3123

8683

ROY L. HOUCK CONSTRUCTION COMPANY
HEAVY CONSTRUCTION
AN EQUAL OPPORTUNITY EMPLOYER
2705 Lancaster Drive N.E. / Salem, Oregon 97303 / 585-5572

July 5, 1979

RECEIVED
STATE HWY ENGR
JUL 11 '79
orig
REFER TO [illegible]
FOR
Info Inves R/D O/R Sign Act File

Mr. Loren Weber
Resident Engineer
P. O. Box 14030
Salem, Or. 97301

Re: Bellevue McMinnville, #8683,
time extension.

Dear Mr. Weber:

I am in receipt of a letter outling the State's position on the liquidated damages on this job, and I am quite upset with the "cavalier" treatment afforded us on this contract.

I call to your attention approximately $3,000 additional for reinforcing the existing roadbed, approximately 24% overrun of asphalt and approximately 80% overrun of shoulders.

Since these operations are obviously linear and not sequential, there is clearly 10 working days (14 calendar days) time that has to be granted for this particular items.

I think it is time that the State recognize what all the "little extras" amount to on these small jobs as far as working time, in that jobs of this nature are done with small crews and minimum equipment. In this particular instance, it is not the dollars that I am really bitching about, but I feel there is a larger issue at stake, and we will pursue this as far as necessary to make a point.

Yours very truly,

ROY L. HOUCK CONSTRUCTION COMPANY

Roy L. Houck, Jr.

RLH:Jm

cc: Mr. H.S. Coulter ✓
State Highway Engineer
Transportation Building
Salem, Or. 97310

cc: Mr.O. B. Jackmond
Contract Administration Engineer
Transportation Building
Salem, Oregon 97310

June 28, 1979

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

Contract No. 8683 awarded to Roy L. Houck Construction Co. for work on the Bellevue-McMinnville Section of the Salmon River Highway in Yamhill County was completed on July 31, 1978, and accepted by the State Highway Engineer on June 27, 1979.

Final payment in the amount of $9,075 will be released to the contractor after July 3, 1979. The total contract amount is $502,908.21 including $571.27 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Roy L. Houck Construction Co.
2705 Lancaster Drive N.E.
Salem, OR 97303

Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97302

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8683

8

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

June 26, 1979

RECEIVED
STATE HWY ENGR
JUN 27 '79
REFER TO
FOR
Info Ans R/D D/R Sign Act File

Noted
H. S. COULTER

Roy L. Houck Construction Company
2705 Lancaster Drive N.E.
Salem, OR 97303

Gentlemen:

Revision Letter
Time Extension Request
Bellevue-McMinnville Section
Contract No. 8683

My letter of June 19 inadvertently omitted reference to Phase "C" of this project. This letter will correct that oversight.

Your request for additional time on the above project has been carefully reviewed. An extension of four calendar days is granted for additional temporary guardrail used on the project and paid for under Price Agreement No. 9. This extension will apply to Phase "A", Phase "B", and Phase "C" of the project.

Additional time was not allowed for sign materials delivery delays since this is a contractor responsibility. Neither was time allowed for the overrun in contract bid item quantities since the overrun was minor and did not appear to affect contract time. There remains 24 days of liquidated damages under Phase "B" of this project and no liquidated damages under Phase "A" or "C".

Should you have questions in regard to this matter, please contact the Resident Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

By

O. B. Jackmond
Contract Administration Engineer

OBJ:lt

bc: C. O. Fredrickson
Loren Weber
Robert Church
Richard Hacek
cc: H. S. Coulter

Form 81-734 3123

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8683

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 14, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Bellevue-McMinnville Section
Salmon River Highway
Contract No. 8683

Roy L. Houck Construction Company, contractor on the above project, has requested a 38-day time extension. The contractor bases his request on delays due to added temporary guardrail (4 days); inability to obtain sign materials (20 days); and an overrun in contract bid item work (14 days).

RECEIVED
STATE HWY ENGR
JUN 18 '79
REFER TO
FOR
Info Answer R/D D/R Sign Act File

Significant contract dates and times are:

Contract awarded	1-30-78
Work started	2-27-78
Time specified	
"A", Bridge work	4-30-78
"B", All work	125 CWD
Actual completion	
"A"	5- 4-78
"B"	7-31-78
Excess time used	
"A"	4 days
"B"	28 days

Temporary guardrail was added at the bridge ends for traffic safety during stage construction. This work was paid under Price Agreement No. 9. This work delayed both Phase "A" and Phase "B" of the project by four calendar days and the contractor should be granted this time.

The contractor's claim for additional time due to inability to obtain sign materials is not a valid reason for time extension, and no additional time is recommended.

The contractor claims a delay of 14 calendar days due to an overrun of 11 percent in the contract bid item dollar amount. No information was submitted to demonstrate that the overrun actually delayed the project. Some items of overrun, such as temporary signs and flagmen, had no bearing on contract time. The contract specifications advise the contractor that the quantities shown are estimates. Section 102.04 of the Standard Specifications states in part that "The quantities appearing in the bid schedule are approximate only --- The State does not --- warrant that the individual items or total quantities ---". This overrun is not deemed to be substantial enough in itself to warrant additional time and the contractor does not show how it delayed completion of the contract. No additional time is recommended for bid item overruns.

This is a State project. A rough draft letter to the contractor is attached.

OBJ:fr

Att.

cc: C. O. Fredrickson
Loren Weber

Form 81-734-[illegible]

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date February 1, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 163 days, within which to complete our Contract No. 8683, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Additional 150 feet of temporary barrier not on plans, 4 days
2. Inability to obtain sign materials, 20 days
3. Overrun of original contract, 14 days.

See letter of explanation attached.

Respectfully submitted,

ROY L. HOUCK CONSTRUCTION COMPANY
Contractor

By
Roy L. Houck, Jr.

CONSENT OF SURETY

Date February 1, 1979

We, Peerless Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Harold F. Torkelson
Harold F. Torkelson
Attorney-in-fact

(SEAL)

Not Required.
Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8683 Contractor ROY L. HOUCK CONSTRUCTION COMPANY

Highway Salmon River

Section Bellevue-McMinnville

Kind of Work Grade, Pave, Structure & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Extension of four (4) calendar days granted for additional temporary guardrail (Price Agreement No. 9). This is on both Phase "A" and Phase "B" of the project.

Recommended for Approval:

~~Recommend 20 days per Resident memo~~

Region Engineer

O. B. Jackmond

For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	8683
Project designation (State-Federal)	State
Date awarded	1/30/78
Work started	2/27/28
Per cent completed (Date)	100% - 7/31/78
No. of Workdays Allowed	125
No. of Workdays Used	153
No. of Added Workdays Requested	38

SP*19063-734

ROY L. HOUCK CONSTRUCTION COMPANY
HEAVY CONSTRUCTION
AN EQUAL OPPORTUNITY EMPLOYER
2705 Lancaster Drive N.E. / Salem, Oregon 97303 / 585-5572

RECEIVED
APR 10 1979

April 6, 1979

Letter of Explanation, to be attached to Contractor's Request for Increase in Number of Workdays to Complete Construction Contract, OSHD Contract #8683, Bellevue, McMinnville, Yamhill County, Oregon.

When we completed Phase A of the bridge, the Highway Department ordered additional temporary barrier not shown on the plans, consisting of 100 feet on the McMinnville side of the bridge (facing traffic) and 50 feet on the opposite side of the bridge. This work was a prerequisite to opening the bridge to traffic. As a result of this work, 4 days of additional time was required. We ask that this 4 days be taken into consideration on Schedules A and B, in that this delay also in turn delayed the total job.

We request 20 additional time days because of a fabrication delay of sign materials, and inability to obtain necessary material, as documented by attached letter of our subcontractor, Laneguard, Inc. It is our understanding that much of the additional time required for fabrication was because of a change in the specifications on certain signs.

There was an 11% overrun on this contract, exclusive of the temporary barrier and sign materials above mentioned, which amounts to an additional 14 days completion. We request an extension of 14 days because of the overrun.

Our total request for additional time is 38 days. We have been assessed 34 days liquidated damages, which should be abated, based on the above request.

ROY L. HOUCK CONSTRUCTION COMPANY

LANEGUARD

July 14, 1978

R.L. Houck Const. Company
2705 Lancaster Drive N.E.
Salem, OR 97303

Attention: Jim Lambrie
Re: Contract 8683
Bellevue-McMinnville Section

Dear Jim:

We herein request for an extention of time on the above referenced project in the amount of twenty (20) days.

Our reasons are based upon a fabrication delay by our materials supplier, Traffic Safety Supply Company, 2324 S.E. Umatilla St., Portland, Oregon 97202 and Huston Welding Company, 522 N. Molalla Ave., Molalla, Oregon 97038, under the provisions provided in section 108.09 of the Oregon State Highway Standard Specifications.

Our purchase orders were sent to both material suppliers on March 3, 1978 for signs (TSS) and sign bases and poles (HW). On June 14, 1978, I called to pick up materials: (1) Traffic Safety stated legend isn't in their shop yet but they will call and rush. (2) Huston Welding will have bases ready by June 20, 1978 and have poles directly after that date.

On July 11, 1978 I called Traffic Safety Supply they stated that the legend material still had not been received but should be received within a week. Huston Welding on July 11, 1978 stated they just received the post back from galvanizing and needs to be assembled by them.

On the above basis we make our request.

Your review and forwarding will be sincerely appreciated.

Yours truly,
LANEGUARD, INC.

Robert Wong

RW/sf

8683 39

Salem, Oregon
February 27, 1979

Fred Eriksen
Design Engineer Supervisor

Loren Weber
Resident Engineer

Bellevue-McMinnville Section
Salmon River Highway
Yamhill County

Your "As Constructed Narrative Report" brought out some interesting points. The handling of traffic arrangement set up in the plans with signals worked pretty well with the exception of peak traffic periods. We did consider a detour, but as I remember, the cost was considerably more than the traffic signal and flagging arrangements. I will be mindful of your comment on the traffic handling the next time we have a situation like this.

The equipment described for cement treating the shoulders was improvised for the job it had to do and it apparently worked pretty well. The important thing seems to be getting equipment with sufficient power and size.

FE:ab
cc: C. O. Fredrickson

8683

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bellevue - McMinnville

WEEK ENDING: 9/30/78

SECTION PREFIX: 36-1120

HIGHWAY: Salmon River

COUNTY: Yamhill

NAME OF JOB: Bellevue - McMinnville

KIND OF WORK: Grading, Paving, Structure, Signing

CONTRACTOR: Roy L. Houck Const. Co.

CONTRACT NUMBER: 8683

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 1/30/78

DATE WORK STARTED: 2/27/78

ESTIMATED COMPLETION DATE: ------

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 125

CALENDAR DAYS USED 153

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 122

PROJECT AUTHORIZATION: $571,644.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $516,644.50

ENGINEERING AUTHORIZATION $55,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $514,557.12

ENGINEERING COST TO DATE $58,763.31

DATE PROJECT WAS COMPLETED: 7/31/78

ESTIMATED PERCENT ~~XXXXXXX~~ overrun 0.3%

PERCENT OF AUTHORIZATION 107 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					6.7
MILES PARTIALLY COMPLETED					
MILES COMPLETED					6.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)					7460
TOTAL QUANTITIES CORRECTED TO DATE					9000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					9000
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
OCT 3 1978
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Olson
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	
MONDAY 25	We are assembling the data for the Semi Final as we now have the Certifications.
TUESDAY 26	Same as yesterday.
WEDNESDAY 27	Assembling estimate for submission to region.
THURSDAY 28	Assembling estimate for submission.
FRIDAY 29	Assembled estimate is ready for submission.
SATURDAY 30	

REMARKS

Since the Semi Final has been submitted this is the last report on this project.

Allen G. Mickey, Office Engr.

SIGNED for Loren A. Weber, Res. Engr. LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#X1-X3

4

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: July 19, 1978

Virgil A Boyd

FROM: Virgil A. Boyd
Administrative Services Coordinator

SUBJECT: Bond Funds

In order to charge the proper amount of Bond funds to District 3, the following actions were taken.

copies 7-1 & acc #8560

The Rock Creek Bridge Section of the Willamira-Salem Highway in Yamhill County was selected to be constructed with 100% Bond funds. This project was mistakenly financed with Federal Aid and matched with Bond funds. The total cost of the project is $353,000. In order to correct this error, it was decided to take the following steps:

Yamhill

1. Change the coding on the Rock Creek Bridge Section from Bond match to State match. (Duane Ridings will make this change in coding)

changed 8-4-78

2. Transfer $353,000 of the State financed Bellevue-McMinnville project to Bond funds. (Benny Vaughn will make this transfer)

VB:lml

5

81-125-1387

8683

8

DATE: July 5, 1978

TO: Oregon Transportation Commission

Agenda
July 13, 1978
1C-4

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Bellevue - McMinnville Section
Contract No. 8683

The above State Construction grading, paving and structure project is now 98 percent complete and an overrun of 8.8 percent is anticipated.

Major items of overrun are flagging, $12,600.00; Aggregate Shoulders, $12,675.00; Asphalt Mixture, $29,820.00; and Engineering, $13,300.00.

Additional flagging was necessary due to heavy traffi [illegible] as and the one-way stage construction traffic pattern. Additional aggregate shoulder material was required to correct the existing roadway cross section and was not adequately anticipated. Additional asphalt mixture was required to provide paving for the various road connections and approaches in the project. The engineering overrun was caused by the intermittent, weather delayed contractor work schedule necessary to complete the stage construction portion of this project in the spring, and to the need for additional engineering inspection of the 24-hour traffic control devices necessary during the stage construction phase of the project.

Your approval is requested for an increase of $46,358.55 to a new total project authorization of $371,644.50.

This item will be on the Consent Calendar for your July meeting.

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Loren Weber
Robert Church
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

July 3, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engr.

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased
Project Authorization
Bellevue-McMinnville Sec.
Contract No. 8683

This State Construction grading, paving and structure project is now 98 percent complete and an overrun of $46,358.55, or 8.8 percent, is anticipated. The major items contributing to the overrun are:

Item	Overrun Amount	Overrun Percent
Flagging	$12,600.00	66.7%
Aggregate Shoulders	12,875.00	83.3%
A.C. Mixture	29,820.00	19.1%
Engineering	13,300.00	32.0%

The flagging overrun was due to heavy traffic volumes and the one-way traffic pattern necessary to accomplish the stage bridge construction. Two sets of flagmen were needed at peak traffic times in order to prevent the resultant traffic backup from exceeding the warning devices.

Aggregate shoulder material overrun was necessary to correct the existing cross section. The existing shoulder broke away from the pavement slope excessively and small fills were necessary to correct the condition. The fills were shallow, making the use of other embankment materials impractical.

An overrun of 1,500 tons of A.C. mixture was necessary to provide for the various road connections and approaches in the project. These connections were not fully anticipated in the contract quantities.

The engineering overrun resulted from the type of work, the time of contract award and the contract time allowed. None was incorrect, but all contributed to the overrun. The contract was awarded in January, 1978, with the structure specified to be open for two-way traffic by May 1, 1978 and all work to be completed in 125 calendar workdays. The intent, and correctly so, was to complete the work requiring 24 hour stage construction prior to the onset of heavier traffic volumes. The resultant intermittent contractor work schedule due to uncertain weather and the need to review night time traffic control increased engineering costs.

An increase of $46,358.55 to a new total project authorization of $571,644.50 is recommended.

A rough draft letter to the Transportation Commission is attached.

OBJ:mk

Attach.

cc: C. O. Fredrickson
Loren Weber
Bob Church

8653

36-1120 9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

NOTED
H. S. COULTER

April 17, 1978

Roy L. Houck Construction Company
2705 Lancaster Drive, N.E.
Salem, Oregon 97303

Subject: Bellevue-McMinnville Section
Salmon River Highway
Yamhill County
Contract 8683

Dear Roy:

On April 17, we further discussed the problem on the subject contract in obtaining cooperation between your superintendent and our field personnel. I appreciate your efforts in stopping the abusive language and threatening attitude which surfaced some time ago, but the lack of cooperation and refusal to work with our personnel has continued and has now, apparently, extended beyond the relationship with an inspector to include the Resident Engineer, his assistant, the remainder of the crew and even personnel from the Region Office.

I am sure you realize the importance of working in reasonable harmony on your contracts with us, and we'll appreciate your cooperation in this request.

Sincerely,

ORIGINAL SIGNED BY
R.E. ROYER

C. O. Fredrickson
REGION II ENGINEER

COF/lea/dea
cc: H. S. Coulter
C. T. Keasey
Loren Weber

RECEIVED
STATE HWY ENGR
APR 18 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8683

36-1120

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

NOTED
H. S. COULTER

April 11, 1978

Roy L. Houck Construction Company
2705 Lancaster Drive, NE
Salem, Oregon 97303

Subject: Bellevue-McMinnville Section
Salmon River Hwy., Yamhill County
Contract No. 8683

Dear Roy:

As discussed with you previously, there is a problem on the subject contract in obtaining cooperation between your superintendent and our field personnel. I appreciate your efforts in stopping the abusive language and threatening attitude which surfaced some time ago, but the lack of cooperation and refusal to work with our personnel has continued and has now, apparently, extended beyond the relationship with an inspector to include the Resident Engineer, his assistant, the remainder of the crew and even personnel from the Region Office.

The cooperation and responsibility of your superintendent and the relationship which must exist between him and our field personnel is clearly defined in Article 105.07 of the standard specifications. This section is not being complied with so far as we can determine, and we request that a superintendent capable of complying with these requirements be assigned to this project immediately.

I am sure you realize the importance of working in reasonable harmony on your contracts with us, and we'll appreciate your cooperation in this request.

Very truly yours,
ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGION II ENGINEER

RECEIVED
STATE HWY ENGR
APR 11 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

COF/lea
cc: H. S. Coulter
C. T. Keasey
Loren Weber

8683

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
C. O. Fredrickson
Loren Weber

February 10, 1978

Roy L. Houck Construction Co.
2705 Lancaster Drive N.E.
Salem, OR 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8683 for work on the Bellevue-McMinnville Section of the Salmon River Highway in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97302

8683

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 9, 1978

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 26, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 26, 1978 on the following projects:

1. Sandy WCL-Alder Creek
   Mt. Hood Highway
   Clackamas County

   Paving

   A Class III bikeway will be incorporated in this project.

2. Lewis & Clark River Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Youngs Bay Bridge
   Warrenton Highway
   Clatsop County

   Painting

   Same as No. 2.

4. Coos River Highway Junction
   Oregon Coast Highway
   Coos County

   Traffic signals

   Same as No. 2.

5. Oregon Coast Highway at Cemetery Road (Millington)
Oregon Coast Highway
Coos County

Grading and paving

Five-foot sidewalks will be constructed throughout the project.

6. Oregon Coast Highway at 11th Street (Bandon)
Oregon Coast Highway
Coos County

Traffic signals

Same as No. 2.

7. Chetco Avenue at Center Street (Brookings)
Oregon Coast Highway
Curry County

Traffic signals

Same as No. 2.

8. Elbow Lake-Gardiner
Oregon Coast Highway
Douglas County

Paving

Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

9. Lincoln County Line-Heceta Head
Oregon Coast Highway
Lincoln and Lane Counties

Paving

Four-foot shoulders will be striped and signed as narrow, Class III bikeway.

10. 9th Street-3rd Street (Nyssa)
Commercial Street
Malheur County

Paving - 8-foot shoulder, parking provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

11. Pudding River Bridge
Nusom Road
Marion County

Grading, paving and structure. Grading and paving incidental to structure. 32-foot roadway provided.

Same as No. 10.

12. Burnside Bridge
City Street
Multnomah County

Deck surfacing

Same as No. 2.

13. Brownell Ditch-Hermiston Ditch
River Road
Umatilla County

Grading, paving and structure. Grading and paving incidental to structure. 40-foot roadway provided on structure.

Same as No. 10.

14. Elm Avenue- E Highland Avenue (Hermiston)
Umatilla-Stanfield Highway
Umatilla County

Traffic signals

Same as No. 2.

15. Warm Springs Jct-Willow Creek
Warm Springs Highway
Wasco County

Paving (overlay)

Same as No. 2.

16. Beaverton-Tigard Highway at Greenburg Road
Beaverton-Tigard Highway
Washington County

Traffic signals

Same as No. 2.

17. Bellvue-McMinnville
Salmon River Highway
Yamhill County

Grading, paving, structure and signing

Five-foot shoulders will be striped and signed as narrow, Class III bikeway.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

3683

39

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 6, 1978

FILE:

SUBJECT: Bellevue-McMinnville Section
Salmon River Highway

FROM: Don
Donald E. Shaffer
Bicycle Route Engineer

TO: L.E. George
Traffic Engineer

AND

✓ A.D. Olson
Preliminary Design Engineer

Please sign and stripe the shoulders of the above-named section as bicycle lanes and charge this signing and striping to Group 8.

5' shldrs. — stripe for 5' bike lane. ADO. 1/23/78

(section was widened 1' each side to get this) ADO.

DES:jp

cc Alfred Shirley
Jack Sullivan

___Versteeg___
___Christensen___
___George___
1 Olson ADO
___Turpin___
4th copy Sullivan___
___Scott___
___Savage___

RECEIVED
JAN 09 1978
ENGINEERING SECTION

___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

Copy to Shaffer
George
ADO.

8683

39

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/27/77
Donald L

1-26-78 Bid Letting ____________ All Clear Deadline

SECTION BELLEVUE-MCMINNVILLE
Highway Salmon River
County Yamhill Region 2
Type of Work Pave-Str Funds STATE
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						N/A State Funds
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☐	☒	☒	☒	☒	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

STATE OF OREGON

INTEROFFICE MEMO 39

- file

TO: The Files

DATE: December 27, 1977

FROM: Edward T. Long
Historic Preservation Archeologist

SUBJECT: Cultural Resource Survey for Bellevue-McMinnville Section, Salmon River Highway, Yamhill County

On Friday, December 16, the proposed road widening and overlay project for the Bellevue-McMinnville section of the Salmon River Highway in Yamhill County was surveyed for cultural resources by Edward T. Long, Historic Preservation Archeologist for the State Historic Preservation Office. This survey was undertaken at the request of Maxine Banks of the Highway Environmental Section, Oregon Department of Transportation.

The project in question traverses Sections 1, 2, 10, 11, 15, 21 and 22 of T. 5 S., R. 5 W., and Section 36 of T. 4 S., R. 5 W., as well as Section 31 of T. 4 S., R. 4 W., all in Yamhill County. The project is to widen the existing surface and shoulders. Only the southwestern half of the project will require any extensive widening of the roadbed.

The entire route was traversed on foot looking for archeologic resources such as fire-cracked rock, cryptocrystaline flakes and charcoal. Survey was hampered somewhat by standing water and dense vegetation. Numerous rodent burrows and other exposures of soil were examined. No prehistoric cultural resources were noted. The majority of cultural materials observed were recent 20th century "trash" common to most highway rights-of-way. One cultural feature-the Highway geologic marker pointing out the "glacial erratic" on the north side of the highway-was noted. This highway sign should be preserved if at all possible, as glacial erratics are scarce in Oregon and almost never visible from a public roadway.

EL:ko

____Versteeg____
____Christensen____
____George____
____Olson____
____Terpin____
copy Sullivan____
____Scott____
____Savage____

RECEIVED
DEC 30 1977
ENGINEERING SECTION

✓ Trout K
Do Not File ☐
Return To____
Bring Up____/____/____
Action____

cb Copy Region 2 - Sheldrake

8682

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
November 7, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: Mr. E. S. Hunter
Technical Services Engineer

SUBJECT: Deer Park Dr. S.E.-
Silver Creek Falls Interchange
Santiam Highway
Marion County

Bellevue-McMinnville Section
Salmon River Highway
Yamhill County

974-H

Contract plans for the above two projects have been prepared and are being further processed for the December 22, 1977, bid opening. It is recommended that the two projects be advertised as separate contracts.

The Deer Park Drive S.E.-Silver Creek Falls Interchange is strictly an overlay with an estimated cost of approximately $384,000.

The Bellevue-McMinnville project consists of shoulder strengthening and paving and replacing of the Muddy Creek Bridge. This project is estimated at approximately $570,000.

The difference of work involved, location, and estimates are sufficient to warrent separate contracts.

DOC:ab
cc: Jack Sullivan
Fred Eriksen

RECEIVED
TECHNICAL SERVICES
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REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

[illegible]

OK

October 26, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: For H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

The following State projects are all listed in the Preliminary Six-Year Program, but are not in the current Six-Year Construction Program and will need finance approval in order to be done during the 1978 construction season.

Section	Amount
McBride Creek-Bennet Road Section Lower Columbia River Highway	$ 900,000
Warm Springs Int.-Salmon River Curves Section Warm Springs Highway	$ 600,000
Deer Park Drive-Silver Creek Falls Interchange Sec. North Santiam Highway	$ 475,000
Bellevue-McMinnville Section Salmon River Highway	$ 479,000
Elbow Lake-Gardiner Section Oregon Coast Highway	$1,100,000
Warm Springs Jct.-Willows Section Warm Springs Highway	$ 800,000
Grant County Line-Joaquin Miller Rd. Section John Day-Burns Highway	$ 690,000

The projects are needed pavement overlays and your approval is recommended.

This matter will be on the Consent Calendar for your consideration at the November 15 meeting.

bc:
R. A. Burco
C. W. Head
F. B. Klaboe
L. W. Rulien
E. S. Hunter
R. N. Bothman
George Bell
W. J. Hart
V. E. Skoog
E. L. Hardt, Region 1
John Sheldrake, Region 2
Alfred Shirley, Region 3
Carl Williams, Region 4
Pat Schwartz, Region 5

8683 8

August 1, 1977

bc F. B. Klaboe
D. H. Moehring (enc.)
H. S. Coulter "
J. H. Versteeg "
Frank Terpin
L. E. George "

Mr. Ronald F. Ennis, Secretary
Sheridan Chamber of Commerce
Sheridan, OR 97378

Dear Mr. Ennis:

You may be aware a field survey was conducted to widen and overlay the Bellevue-McMinnville portion of Highway 18. This project was among several nominated for improvement by the Mid-Willamette Valley Council of Governments with bond funds authorized by the 1973 Legislative Session. Unfortunately, the decline in available highway revenues forced postponement of this program before many projects were completed.

974-H

The Oregon Transportation Commission recently adopted a policy under which shoulder striping will be added to highways with minimum lane width of 11 feet. The highway section you mentioned is eligible and fog lines will be painted as soon as possible after funding approval is received from the Federal Highway Administration. Although money is not available for widening the road, we feel that painting shoulder stripes will be of considerable assistance to the motorist during inclement weather.

Landscaping such as you suggest at the Sheridan interchanges has, for the most part, been curtailed to make sure that money is available for overlays, bridge replacements and other similar projects which will hopefully preserve the existing highway system until additional funds are available for more major improvement.

The Oregon Department of Transportation will conduct public meetings throughout the state this fall for the purpose of adding to the Six-Year Highway Improvement Program. Preservation of the highway system has a high priority. You are invited to share your thoughts at a meeting to be held in your area. The time and place for the meeting will be announced in the local newspapers.

Very truly yours,

E. S. Hunter
Technical Services Engineer

cc The Hon. Robert W. Straub
Governor of Oregon

The Hon. Les AuCoin
U.S. Representative

WHW:jp/ESH:ja

SHERIDAN Chamber of Commerce

'Tis A Privilege To Live In The Phil Sheridan Country

SHERIDAN, OREGON 97378

July 13, 1977

RECEIVED
STATE HWY ENGR
JUL 14 '77
REFER TO
Larkin
FOR

Info	Inves	R/C	D/R	Sign	Act	File
		☒				

Oregon State Hiway Department
Salem, Oregon

Dear Sir or Madam:

WE NEED YOUR HELP.

Hiway 18, especially between McMinnville and Bellview, is horribly dangerous. The highway has no apron and no fog lines. Please drive this highway on a rainy evening and see how dangerous it is. I know that many letters have been written to you about this strip of hiway, but it IS AWFUL and VERY HEAVILY TRAVELED.

I ride a bicycle and have to ride back roads to Amity, then up 99w to reach McMinnville because it is dreadfully dangerous to ride from Bellview to McMinnville on 18. PLEASE HELP.

A less important issue, but important to us, is the lack of beauty at our Sheridan interchanges with Hiway 18. Please consider planting flowers and greenery at our interchanges.

We are proud of our community and love our beautiful valley. We hope that you will help us keep the area beautiful.

I am sending copies of this letter to Governor Straub and to Congressman Aucoin to make them aware of our problems and in the hope that they can assist you in finding a rapid solution.

Very truly yours,

Ronald F. Ennis

Ronald F. Ennis, Secretary

cc: Governor Straub
Congressperson AuCoin

RECEIVED
JUL 15 1977
LOCATION
SECTION

8683

2

February 8, 1977

The Honorable Max Rijken
State Representative
H-279 State Capitol
Salem, OR 97310

Dear Mr. Rijken:

The projects included in the Six-Year Plan on ORE18 are two bond projects:

1. The Bellevue-McMinnville shoulders and paving project estimated to cost $662,000.

2. The left-turn refuge at Slick Rock Creek Road at an estimated cost of $86,000.

Projects not identified in the plan but that might be funded during the six-year time frame could fall into two categories:

1. Overlays that have not been identified (about $9 million statewide per year).

2. Title II safety projects not yet identified (this program includes left-turn refuges, passing lanes, etc., and involves about $2 million).

The Six-Year Plan did not identify any primary projects beyond Fiscal Year 1978 and only those safety projects that had been approved and funded at the time the program was approved. Additional safety projects are added as they are selected and approved.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
R. P. Hamilton

8683 39

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 18, 1976

FILE:

Eddie Y. Welsh

FROM: Eddie Y. Welsh
REGION ENVIRONMENTALIST

SUBJECT: Bellevue - McMinnville Sec.
Salmon River Highway
Yamhill County

TO: C. O. ~~Fredrickson~~
REGION II ENGINEER

Concerning the condition No. 1 of the Special Conditions of the Division of State Lands permit, I called Mr. Harold Buel at his home and discussed the "tile project" in question. Mr. Buel has installed a field drain along the highway right-of-way extending to the south from Muddy Creek. Mr. Buel was a bit hazy about distances and elevations but apparently the field drain outfall is approximately 25 feet upstream from the bridge and is several feet above the bottom of the stream. Mr. Buel also claimed that the system is entirely outside of the highway right-of-way. Since the construction plans show we have 50 feet of right-of-way on both sides of the highway at the bridge site and Mr. Buel's estimate of the distance from bridge to his outfall is only a guess, I would suggest that to be on the safe side we should tie enough of the drainage system to our centerline to determine if we have a problem or not.

EY/la
cc: Jim Chaney
File
Duane Christensen

RECEIVED
NOV 30 1976
ROAD DESIGN SECTION

Copy:

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To______
Bring Up___/___/___
Other______

8683

8

November 9, 1976

Federal Aid Coordination Section
Local Government Relations Division
Executive Department
240 Cottage Street, S.E.
Salem, Oregon 97310

Attention: Mr. Norm Boice

Dear Mr. Boice:

In compliance with EDA Guidelines for Title I Local Public Works projects, we are submitting one copy of the completed application for the following projects:

ODOT NO.	PROJECT	PNRS NO.
H-11	Hide Cr.-Philomath Section Alsea Highway (paving)	7610 2 280
H-18	Noble Slough-Roaring Cr. Sec. Santiam Highway (re-const.)	7609 2 3130
H-25	Bellevue-McMinnville Section Salmon R. Highway (re-const.)	7610 2 1010
H-33	MP 0.0-MP 2.8 Section Redwood Highway (paving)	7610 2 1050
H-42	MP 35-MP 48 Section Central Oregon Highway (paving)	7610 2 1040
H-43	Crooked R. Br.-Canal Blvd. Sec. The Dalles-California Hwy. (pave)	7610 2 890
H-44	Lava Butte-LaPine Section The Dalles-California Hwy. (paving)	7610 2 1370
H-47	Collier State Park-Day School Sec. The Dalles-California Hwy. (paving)	7610 2 1900
H-48	Willamette Jct.-Chemult Section The Dalles-California Hwy. (pave)	7610 2 1880

ODOT NO.	PROJECT	PNRS NO.
H-50	MP 272-MP 277 Section The Dalles-California Hwy. (pave)	7610 2 1810
H-52	Guano Lake-Nevada State Line Sec. Warner Highway (paving)	7610 2 1760
H-53	Moro Maintenance Building	7610 2 050
H-55	Tygh Ridge-Tygh Valley Section The Dalles-California Hwy. (paving)	7610 2 1730
H-56	Maupin Maintenance Building	7610 2 060
H-67	Burns Junction Section Steens Highway (paving)	7610 2 1790
H-75	MP 191.5-MP 203.3 Section Columbia River Highway (paving)	7610 2 1830

Please submit any comments directly to EDA in Seattle.

Very truly yours,

INAL SIGNED BY
D. E. SWAN

D. E. Swan
Federal Aid Engineer

RU:re

Encl.

7683

8

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 9, 1976

RECEIVED
STATE HWY ENGR
NOV 10 '76
REFER TO
FOR
Info Invest R/D D/R Sign Act File

Mr. C. Mark Smith
Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 Westlake Avenue, North
Seattle, Washington 98109

Dear Mr. Smith:

Herewith is an original and two copies each of completed application forms for the following projects for which we request Federal Assistance under Title I of the Local Public Works Capital Development and Investment Act of 1976:

PROJECT	ODOT NUMBER
Hide Cr.-Philomath Section Alsea Highway (paving)	H-11
Noble Slough-Roaring Cr. Section Santiam Highway (re-const.)	H-18
Bellevue-McMinnville Section Salmon River Highway (re-const.)	H-25
MP 0.0-MP 2.8 Section Redwood Highway (paving)	H-33
MP 35-MP 48 Section Central Oregon Highway (paving)	H-42
Crooked R. Br.-Canal Blvd. Section The Dalles-California Highway (paving)	H-43
Lava Butte-LaPine Section The Dalles-California Highway (paving)	H-44
Collier State Park-Day School Section The Dalles-California Highway (paving)	H-47
Willamette Jct.-Chemult Section The Dalles-California Highway (paving)	H-48

NOTED
E. S. HUNTER

PROJECT	ODOT NUMBER
MP 272-MP 277 Section The Dalles-California Highway (paving)	H-50
Guano Lake-Nevada State Line Section Warner Highway (paving)	H-52
Moro Maintenance Building	H-53
Tygh Ridge-Tygh Valley Section The Dalles-California Highway (paving)	H-55
Maupin Maintenance Building	H-56
Burns Jct. Section Steens Highway (paving)	H-67
MP 191.5-MP 203.3 Section Columbia River Highway (paving)	H-75

These projects will directly benefit or provide employment for unemployed persons within the project area. The Oregon Department of Transportation assures you that on-site Labor can begin within 90 days of project approval.

We hereby certify that a copy of each full application has been submitted to the appropriate A-95 Clearinghouses.

Additional project requests will follow in a few days. If you have any questions please write or call me at (503) 378-6563.

Very truly yours,

L. W. Rulien
Program Management Engineer

RU:re
Encl

(#2) 8683

2

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION H-25

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council of
Governments
Room 305, Civic Center
Salem, OR 97301

FROM for D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Bellevue-McMinnville
Highway: Salmon River, OR Route 18
County: Yamhill

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 8, 1976.

BLG: re

Attachment

CC: G. L. Green
~~H. S.~~ Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: C. O. Fredrickson
District Engineer: Rick Keuhn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 6 '76
REFER TO

FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # ODOT H-25 | Page One

02 12] APPLICANT [45: State Highway Division | 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Bellevue-McMinnville

11 12] PROJECT LOCATION—CITY: Salmon River Highway Oregon Route 18 | PROJECT LOCATION—COUNTY: Yamhill | PROJECT LOCATION [79 SEC: - T: 5S R: 4, 5W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project, 6.7 miles in length, is an improvement of a two-lane facility. A [71

06 12] structure and shoulders will be widened to provide a roadway width having two [71

07 12] 12-foot travel lanes with 8-foot shoulders. Asphaltic concrete paving will be [71

08 12] applied over lanes and shoulders. No additional right-of-way is required for this [71

09 12] project. [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
620,000	-	-	-	-	620,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title I, Public Works Employment Act. (S. 3201)

15 12] FEDERAL AGENCY NAME [45: US Department of Commerce | 46] FEDERAL SUB-AGENCY NAME [79: Economic Development Administration

17 (A) TYPE OF APPLICANT: (Check (×) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 9-29-76

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October | 43] DAY [44: 8 | 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

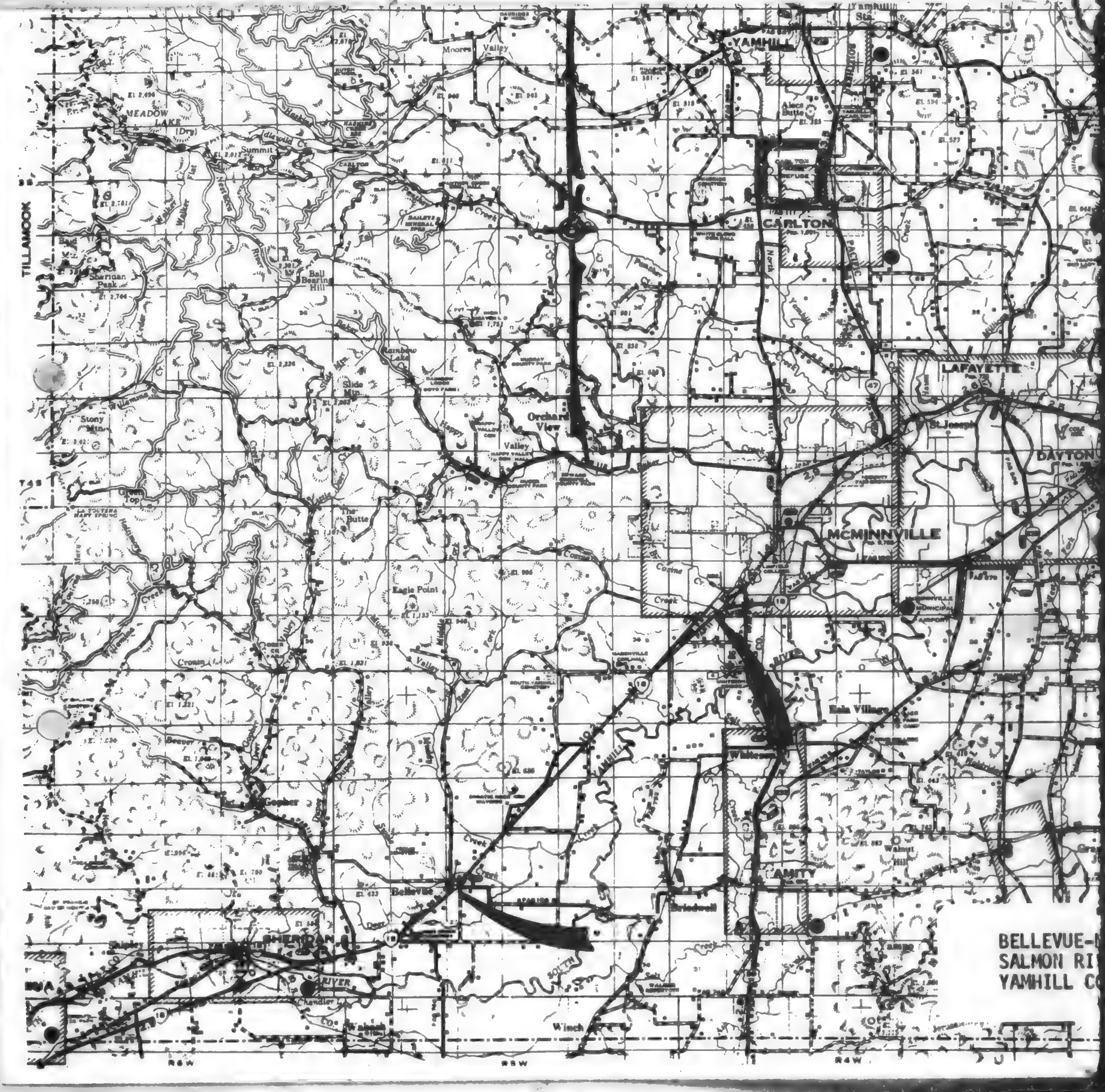
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

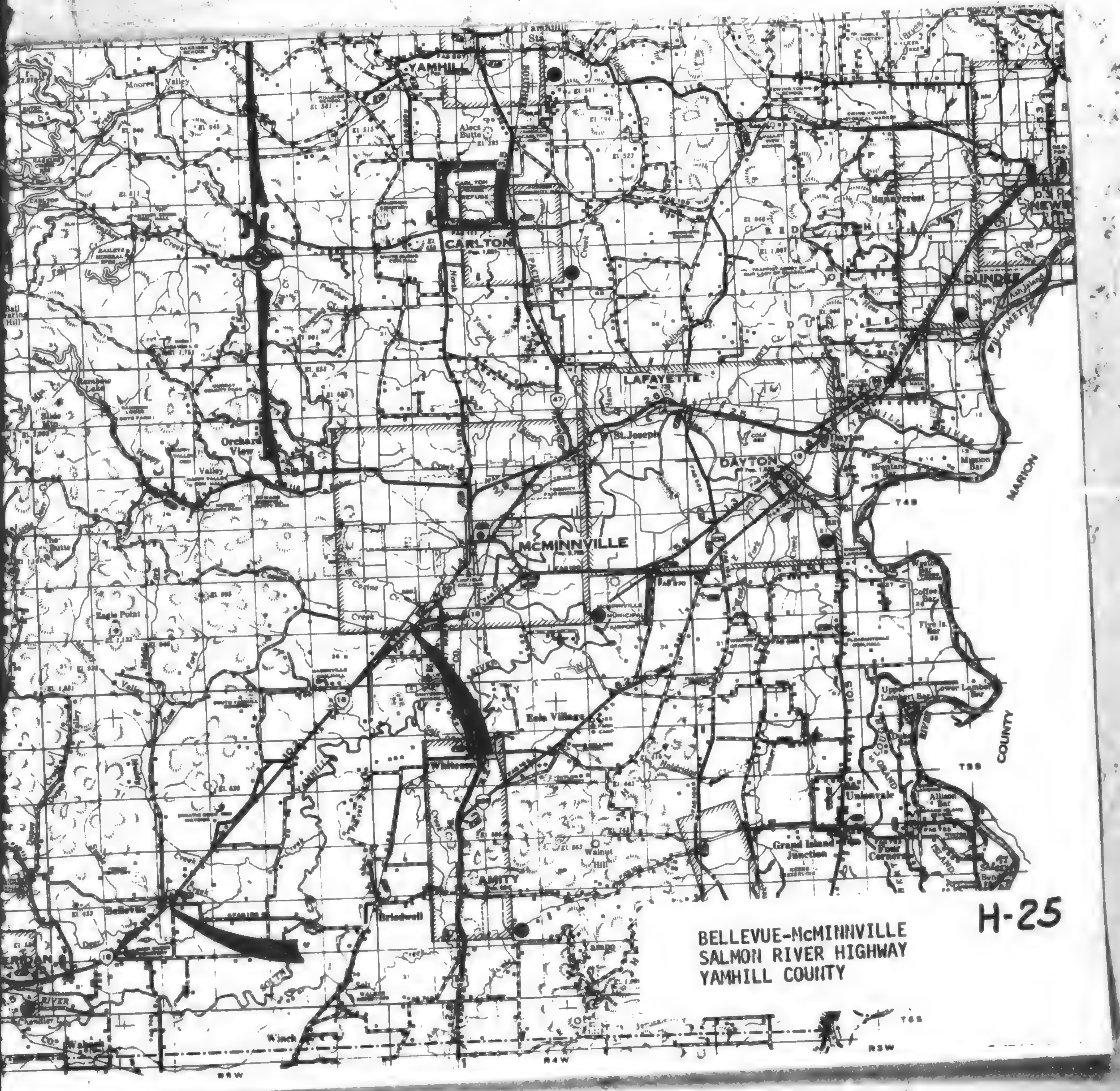
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of Non-Major Environmental Impact under Oregon's Action Plan.


BELLEVUE-M
SALMON RI
YAMHILL CO
TILLAMOOK
YAMHILL
Yamhill Sta.
CARLTON
LAFAYETTE
DAYTON
MCMINNVILLE
AMITY
SHERIDAN
Bellevue
Moores Valley
MEADOW LAKE (Dry)
Summit
Bell Bearing Hill
Sheridan Peak
Stony Mtn.
Rainbow Lake
Slide Mtn.
Orchard View
Happy Valley
St. Joseph
The Butte
Eagle Point
Eola Village
Walnut Hill
Chandler
Winch
RIVER
R6W
R5W
R4W



H-25

BELLEVUE-McMINNVILLE
SALMON RIVER HIGHWAY
YAMHILL COUNTY

8683

Salem, Oregon
April 13, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Bellevue-McMinnville Section
Salmon River Highway

Gerald W. Wimer
Region 2 Construction Engineer

In answer to your letter of March 26, 1976, sufficient flagging time will be allowed in the project for cutting holes in the existing deck, pile driving and temporary patching of the holes. This will not materially affect the estimates given to you previously.

In light of the present financial situation, the desire to downscope projects and utilize funding to the maximum benefit, it does not seem appropriate to widen the shoulders on this project at this time.

DOC:jh
cc: Fred Eriksen

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 13 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

3683

39

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 36-1301

March 26, 1976

Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Bellevue-McMinnville Section
Salmon River Highway

TO: Duane Christenson
FINAL DESIGN ENGINEER

The substantial difference in flagging between my $140,000 March 5, 1976 estimate and your $16,128 March 16, 1976 estimate is explained by the difference in anticipated construction methods. Resident Engineer Cliff Lehman anticipated that one-way traffic would be necessary throughout entire construction. Your method of driving through the deck and restoring traffic at night is preferable. However, you've apparently allowed only enough flagging time for removal of the existing sidewalk and placement of the new slab spans. Time should also be allowed for cutting holes in the existing deck, pile driving, and temporary patching of the holes.

Since the Center Street Bridge ramp project contract amount substantially underran the original estimate, possibly that bond project difference can be utilized to widen the subject project. If not, could the earmark funds be supplemented with some federal aid funds so this project might be brought to the same standards that exists in either direction. Obviously, continuity of roadway width is very important to the motorist. Or, if neither of these are realistic possibilities, how about stage constructing omitting the overlay until a later date.

1 Versteeg ✓
Olson
2 Christensen DOC
Scott
Swenson
Anderson
Trout

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GWW/dea
cc: C. V. Lehman

REFERRED TO
✓ Beard WGB
Reed
Cole
Sample
✓ Eriksen FE
Watson
Hager
Wolfe
Return [✓ Discuss] Do File Copy
BY FINAL DESIGN ENGINEER

8683

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
March 16, 1976

Duane O. Christenson
Final Design Engineer

G. W. Wimer
Region Construction Engineer

Bellevue-McMinnville Section
Salmon River Highway
Yamhill County

We have reviewed the recommendations contained in your letter of March 5, 1976.

We sympathize with your desire to upgrade the shoulders on this project from 4-foot to 8-foot to conform with those on the McMinnville and Sheridan Bypasses. There is, however, a need at such times as this to review additional upgrading to see if it is in line with the increased expenditure required. This project is being financed by State Bond money which can be put to a more beneficial use than the additional proposed shoulder widening.

We have reviewed the traffic control in conjunction with the bridge construction and find that the procedure set forth on the plans to utilize flagmen is the most economical. Following is a breakdown of the costs involved for flagging versus the use of temporary traffic signals for one-way traffic control during construction of the Muddy Creek Bridge:

Flagged One-Way Traffic

Temporary Protection	Lump	$ 1,800.00
Temporary Signs	152 Sq. Ft. @ 9.00	1,363.00
Temporary Barricades	6 @ 100.00	600.00
Temporary Plastic Markers	8 @ 80.00	640.00
Temporary Guard Rail	200 Lin. Ft. @ 20.00	4,000.00
Temporary Illumination	Lump	2,500.00
Flagmen (240)	360 hours @ 14.50	5,220.00
	Total	$16,128.00

Signalized One-way Traffic

Temporary Protection	Lump	$ 1,000.00
Temporary Signs	132 Sq. Ft. @ 9.00	1,188.00
Temporary Guard Rail	200 Lin. Ft. @ 20.00	4,000.00
Temporary Cont. Rail Barrier	200 Lin. Ft. @ 7.50	1,500.00
Temporary Traffic Signals	Lump	14,000.00
Flagmen	40 Hours @ 14.50	580.00
	Total	$22,268.00
	Difference	$ 6,140.00

Proposed stage construction of each side of the structure will be completed in approximately 4 days with the bridge opened up to two-way traffic during the weekends. With this construction procedure, it would seem advisable to utilize flagging.

We concur with your recommendations in upgrading the approaches and road connections and modifying the special provisions for "Preparation of Shoulders".

DOC:fw

cc: Cliff Lehman
    Fred Ericksen

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 36-1301

INTER-OFFICE CORRESPONDENCE
March 5, 1976
Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Bellevue-McMinnville Section
Salmon River Highway

TO: Hal Versteeg
ROAD DESIGN ENGINEER

1 Versteeg
Olson
2 Christensen
Scott
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While he was Final Design Engineer, Frank E. Terpin wrote the attached December 10, 1975 letter to this office. A set of preliminary plans and special provisions with recommended changes are attached.

The main change recommended is an 8' paved shoulder throughout to make this section more nearly conformed to the existing 8'-10' paved shoulders on the McMinnville Bypass to the east and the Sheridan Bypass to the west. This change in the typical section adds approximately $120,000 to the project.

Upgrading the approaches and road connections will require increasing or adding to the bid items as follows:

12" culv. pipe	186 lin. ft.
18" culv. pipe	186 lin. ft.
Tr. Exc.	38 c.y.
Type "B" Inlet	1 each
1"-0 Aggr. Base	1,400 tons

Although we had trouble with the traffic signal on the Harrisburg Bridge, we would recommend the use of temporary traffic signals in lieu of flagmen for traffic control in conjunction with the bridge construction on this project. This would save approximately $115,000 as approximately 9,000 hours of flagging at an approximate cost of $140,000 would be required to stage construct the bridge as compared to an approximate cost of $25,000 for temporary signals.

It is also proposed additional wording in the special provision for "preparation of shoulders" as indicated in the attachment as we have found from previous projects at trying to incorporate any broken A.C. into the rock slopes is not practical.

By incorporating the above suggested changes, the total cost of project including the new structure would be approximately $824,000.

GWW/dea
Attach.
cc: Cliff Lehman

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 36-1301

Salem, Oregon

December 10, 1975

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: Bellevue-McMinnville Section
Salmon River Highway
Yamhill County

TO: C. O. Fredrickson
Region 2 Engineer

We are enclosing three sets of advance preliminary plans for your use in reviewing the proposed cement treated subgrade base design.

There have been some difficulties, we understand, in achieving the desired result with the cement treatment. Clarence Swenson and Clarence Gregg have discussed some of the problems with Fred Eriksen with this project in mind. Mr. Swenson has furnished us with a copy of the special provisions for the cement treatment which we are enclosing. Mr. Gregg indicated a desire to discuss the project base design with you during your review.

The grading work on the shoulder areas required prior to the placing of the A.C. base course is proposed to be paid for under "Preparation of Shoulders". One copy of this specification is enclosed. The plans are reasonably complete but there are some details that we would like to have reviewed.

The road connection pavement edge radii in the acute angle conditions could possibly be increased from the 30 feet shown, in some cases, without adding much to the project cost. The existing culverts shown do not appear to be adequate in some cases and may require extensions.

The approaches, generally, were not to be improved other than the paving work indicated. Perhaps some quantity of aggregates should be added for dressing or reshaping the approaches before paving. Some of the approaches have culverts which appear to be too short and will need extensions.

FE:jh
cc: C. G. Swenson
C. J. Gregg
Fred Eriksen

cc Lehman w/2 sets prints
Delivered 12-15-75
AW

Tape 8 - 7

PREPARATION OF SHOULDERS

Under these provisions the contractor shall perform such blading, leveling and compacting work on shoulders as required to bring the shoulder subgrade to proper widths, grade and condition to receive the pavement as at locations indicated on the plans.

Any materials resulting from said shoulder preparation shall be sidecast without obstructing existing ditches, or otherwise disposed of in a manner not unsatisfactory to the engineer. Rocks or other materials occurring in such large chunks as to present an unsightly appearance

Measurement and Payment - Payment for the above work will be made at the price bid per mile for the item "Preparation of Shoulders".

Where preparation of shoulders is performed on both shoulders, measurement of the pay length will be to the nearest one hundredth of a mile measured along the center line of the highway excluding the length of bridges. Where preparation of shoulders is performed on only one shoulder the pay length will be one-half the length measured as above set forth.

Payment shall be understood to include payment for furnishing all labor, equipment, tools and incidentals necessary to complete the work as specified except watering which will be separately paid for as set forth under Section 233.

shall not be placed on slopes, and in this regard, the contractor's attention is directed to the third paragraph of subsection 203.39 of the standard specifications, governing the incorporation of larger size fragments into embankments such as occur at the site of guard rail flares at Muddy Creek Bridge.

SECTION 309 CEMENT TREATED SUBGRADE

Description

Subsection 309.01 Scope - This work shall consist of the treating of the upper layer of the subgrade with cement and water by mixing and compacting to form a stabilized course of material. The treatment shall be made at the locations and in reasonably close conformity to the line, grades, thicknesses, and cross sections shown on the plans or established by the engineer.

Materials

309.11 Portland Cement and Water - Portland cement and water shall conform to the requirements of Section 701 of the Standard Specifications.

Construction

309.31 Weather Limitations - The cement treated subgrade shall be constructed in accordance with the weather limitations as set for portland cement concrete pavement construction in subsection 450.31.

309.32 Preparation of Area - The upper layer of the subgrade to be treated shall be compacted to specified density and the surface thereof shall be finished to established grades and slopes prior to application of the cement. At the contractor's option the subgrade material may be loosened by scarifying to the depth to be treated prior to application of the cement; also the subgrade material may be moistened prior to application of the cement.

9113

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 27, 1975
Salem, Oregon

FILE: BR 2404A

FROM: John R. Marks
Asst. Foundation Engineer

TO: Mr. Walter J. Hart
Bridge Engineer

SUBJECT:

Foundation Recommendation
Muddy Creek Bridge
Sheridan-McMinnville Section
Salmon River Highway
Yamhill Co.

Location

The proposed replacement structure will be constructed in stages in the same location as the existing 3-span pile trestle structure which is located approximately 1 mile northeast of the Town of Bellevue on the Salmon River Highway in Yamhill County in the NE 1/4 of the NE 1/4 of Section 21, T. 5 S., R. 5 W., W.M.

Structure Site

The area surrounding the bridge site is agricultural in nature with gently rolling pasture land and cultivated fields. The streamside, vegetation, consisting of ferns, blackberry bushes, tall grass, cottonwood trees and other deciduous brush is very dense except for the area beneath the existing bridge, which is relatively barren. Riprap is presently in use to protect the end bents and no further protection will be required provided that existing riprap is kept intact. An old two-span steel stringer, concrete deck composite bridge is located immediately downstream from the subject bridge and is restricting high water flow. Removal of this bridge may result in greater flow velocities and consequently create scour problems that do not presently exist. The vicinity map indicates that aerial utilities are located approximately 47 feet right of and parallel to the center line of the roadway, however, it does not reveal the presence of an underground telephone cable in approximately the same position.

Foundation Material

Two test borings were made at this site that originated near the elevation of the roadway (Elev. 158) at opposite corners of the existing bridge. The soil profile which results assumes a northeast-southwest alignment diagonally across the structure site. Six to nine feet of roadway fill

REFERRED TO
Beard ____ Reed ____
Cole ____ [✓ Semple] ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____
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BY FINAL DESIGN ENGINEER

material consisting of clay-bound gravel, was penetrated before encountering the native soil. This native soil is a black-brown plastic clay loam varying in thickness from 3 to 6 feet in the test hole locations.

The underlying material appears to be predominately clay mixed with various amounts of silt and sand.

The standard penetration tests performed in this material yielded "N" values associated with a medium stiff material in test hole No. 75-1 located at the southwest end of the bridge and values associated with stiff material in test hole No. 75-2 located at the northeast end of the bridge.

A six-foot layer of soft sandy silt was encountered underlying the various clay layers in test hole No. 75-2.

At elevation 123 in test hole No. 75-1 and elevation 117 in test hole No. 75-2, a clay-bound, sand and gravel stratum was encountered. This material continued for 20 feet in test hole No. 75-2, the hole of deepest penetration, down to elevation 97. In test hole No. 75-1 the upper 4 or 5 feet of this material yielded a medium density and at about elevation 117 became very dense as in test hole No. 75-2.

Foundation Recommendation

Due to the method of construction (stage) and the nature of the foundation material, namely the soft to stiff upper layers and the underlying very dense, clay-bound, sand and gravel stratum, a pile supported structure is recommended. Either prestressed concrete pile or steel "H" pile would be suitable. The pile will be in point bearing in the clay-bound sand and gravel. The following table is an estimate of pile lengths for 14" octagonal or 12" square prestressed concrete pile driven to 50 tons resistance each with an assumed cut-off elevation of 155:

Bent No.	Assumed C. O. Elev.	Average Tip Elev.	Driven Length	Allowance	Order Length
1,2,3 & 4	155	114	41	4	45

Sixteen-inch octagonal prestressed concrete pile driven to 70 tons resistance each should not penetrate more than an additional 2 feet further than the 50 ton pile in the table above.

If steel "H" pile are selected for support, the pile at interior bents 2 and 3 will require concrete encasement to a sufficient depth below the streambed elevation to eliminate the danger of exposure of the pile to the elements. In this point bearing situation pile tip reinforcement is also recommended. The estimated steel 'H' pile length requirements will be the same as for the prestressed concrete pile at equivalent bearing values.

JRM/ag

cc R. W. Ellison
L. L. Wallace
A. C. Harwood
C. G. Swenson

Note: Use prest. concrete piles WJH 10/27/75

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 17, 1975

FILE:

FROM:

SUBJECT: Signing and Striping for Class III Bikeways

TO: Mr. James H. Versteeg
Road Design Engineer

NOTED
E. S. HUNTER

Please include necessary signing and striping to delineate Class III bikeways in the contract authorizations for the following projects:

Letting	Project
July 31, 1975	Junction City-Airport Road
Aug. 28, 1975	Bellevue-McMinnville
Jan, Feb & Mar 1976	Coos Bay SCL-Charleston

Victor D. Wolfe
Location Engineer

DES:jp
cc E.S. Hunter
L.E. George - please prepare signing plans

RECEIVED
JUN 18 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8683

Salem, Oregon
March 12, 1975

ADOlson
A. D. Olson
Preliminary Design Engineer

Gerald Wimer
Region II Construction Engineer

East McMinnville Interchange
Three Mile Lane Section
Salmon River Highway
Yamhill County

The proposed interchange which would two lane, two way the existing structure and carry frontage roads each side easterly to Riverbend Road has been reviewed. This would extend the complete controlled access easterly approximately 1,500 feet from the existing on ramp, to Riverbend Road. I believe that some work is needed at the westerly end of the two way ramp section, where it will joint the present westbound ramp from the Three Mile Lane Section. The present eastbound frontage road traffic on that ramp will need to be relocated so that it will be a one way ramp where the two ramps join. My print of this plan does not show that this had been included in the study.

Traffic Section has previously indicated that this interchange is an acceptable pattern. There was no indication that the extension of access control easterly was necessary.

Enclosed is a mosaic of the area on which we have placed an overlay showing a possible treatment of the existing facility, adding the two lanes to the east and the median area. All widening is on the south which appeared appropriate. This might be a low cost solution to the problem and compatible with the local development.

ADO:we
Enclosure
cc: Victor D. Wolfe

1 Versteeg ✓
A. Olson
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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE January 17, 1975

TO J. H. Versteeg
Road Design Engineer

Attention: Frank Terpin
Final Design Engineer

L E George

FROM L. E. George
Traffic Engineer

SUBJECT One-Way Traffic
Muddy Creek Bridge
[redacted]. 39
M.P. 37.98

We have investigated the feasibility of operating one-way traffic over the Muddy Creek Bridge on the Salmon River Highway during construction operations.

Due to the high ADT on this highway (5,800) and the heavy peak hours, we find that one-way traffic during the summer months would result in an unacceptable amount of delay. However, traffic volumes during the winter months are low enough that one-way traffic would probably work.

A 12-foot roadway rather than a 14- or 15-foot lane would tend to reduce the capacity, but this would be offset by the tangent approaches, unrestricted sight distances, and lack of nearby intersections.

Although there will be some delay during peak hours, we believe that a properly timed traffic-actuated signal would work satisfactorily during the winter months.

TL:cr

1 ✓
A. Olson
Terpin copy
Scott
Swenson
R. Olson we copy

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Salem, Oregon

September 20, 1974

C. O. Fredrickson, Region II Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Telephone Call from Shirley Herron

Ms. Herron called me on September 19 with the information that she had observed an accident today between a loaded school bus and a car making an illegal left turn.

The location is in the East McMinnville Interchange.

I informed her that I would contact the Regional Engineer and the District Engineer, pass the information to them and request that the Regional Traffic Engineer contact her to discuss the problem.

She stated that she has observed many accidents at that location. She indicated many were caused by persons making unsafe left turns. In her opinion the situation could be made better by installing some no left turn signs.

She can be contacted at the Domestic Industrial Gas Co., Rt. 1, Box 126A, McMinnville, Oregon.

FET:ws

cc: Floyd T. Lacey, District Engineer
Ms. Herron

1 Versteeg ✓
2 A. Olson
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 28, 1974

SUBJECT: Addendum - Hydraulic Review
Muddy Creek Bridge Widening
Bellevue-McMinnville Section
Salmon River Highway
Yamhill County

TO: FILE

An old highway bridge downstream from the Salmon River Highway is a source of backwater at the present structure. Since it probably is not possible to remove the old bridge, thus eliminating backwater, it is suggested that consideration be given to removing the concrete handrails on the structure in order to minimize backwater. A cost of $350 to $500 was estimated by the Bridge Section for such an item.

Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Assistant Hydraulics Engineer

SHM:mc

cc Victor D. Wolfe
W. J. Hart
J. H. Versteeg ✓
Gary Potter
C. O. Fredrickson

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BY FINAL DESIGN ENGINEER

Eriksen (Copy) F.E.

1 Versteeg U
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 23, 1974

FILE:

SUBJECT: Muddy Creek Bridge Widening
Bellevue-McMinnville Section
Salmon River Highway
Yamhill County

TO: FILE

Muddy Creek Bridge is at M.P. 37.98 on the Salmon River Highway. This structure was constructed in 1937 and has withstood the flooding of Muddy Creek to date.

Information obtained from Floyd Lacey, District Engineer, on July 29, 1974, confirmed that for a period of 18 years Muddy Creek has not overtopped the bridge nor its approaches. During that same period at least one flood was of the design flood magnitude of 2850 cfs (1964). Backwater problems may be caused by the old abandoned highway bridge just off the right of way and downstream from the subject bridge.

Conclusions

The existing structure is capable of passing Muddy Creek's 50-year frequency discharge, and widening will not reduce its capacity.

Richard L. Lenz
Hydraulics Engineer

By Allen G Mickey

Allen G. Mickey
Hydraulics Technician

AGM:mc

cc Victor D. Wolfe
W. J. Hart
J. H. Versteeg
Gary Potter
C. O. Fredrickson

1 Versteeg ✓
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 36-1428

Salem, Oregon

January 10, 1974

FROM: William R. Fretwell
REGIONAL GEOLOGIST
William R. Fretwell

TO: C. O. Fredrickson
REGIONAL ENGINEER

ATTENTION: Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Soils & Geology Report
E. McMinnville Interchange
Salmon River Hwy.
Yamhill County

The soils work and structure foundation drilling has been completed on this project. No soils problems were encountered that would present any difficulties. A "typical soils" sample was taken from the interchange area approximately 200' right of station 690+00. See log for hole #73-101. Two holes were drilled in the existing pavement at stations "R" 48+00 and "R" 42+50 for determination of the conditions of the existing base and wear. See logs for holes #'s 73-301 and 73-302. To determine the foundation conditions for the proposed structure, two holes were drilled and "pile tested" to maximum requirements. See accompanying logs #'s 73-1 and 73-2.

1 Versteeg U
A. Olson
2 Terpin T
Scott
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R. Olson
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WRF/elk
cc: Hal Versteeg
Victor Wolfe
(Yarbrough)
Loren Weber

E-30

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section ~~Frontage Road Revision~~ (East McMinnville Interchange)

Highway Salmon River Highway

County Yamhill

Date May 16, 1972

Authorization No. 1

Survey Prefix 36-1428 (Assigned by Salem office)

Description of termini, route, length, etc.: Location of survey is at M.P. 16.26 and is at the junction of the Salmon River Highway with the old 3-mile lane highway. Length of survey is approximately 800 Ft. and consists of severing existing frontage road connection on south side of interchange and extending same approximately 800 Ft. east.

REGION 2 ENGINEER
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Purpose of survey: Prepare plans and specifications for revision of frontage road.

Estimate of cost:

Lights & Sign	(911)	200
Liaison	(913)	300
Utility	(914)	200
Specifications	(921)	250
Planning	(922)	1,000
Hearings	(980)	500
Field	(901)	$ 750
Plans	(905)	1,000
Prelim Design	(907)	300
R/W	(909)	300
Soils	(910)	200

Total estimated cost of survey $5,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: R. D. Wolfe
R.D. Wolfe, Res. Eng'r. Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Location ~~Construction~~ Engineer

Approved:
Ass't State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.

P. E. APPR. .... ✓ STATE CONSTRUCTION

FED. AID STATE

Oregon State Highway Division
SOILS AND GEOLOGICAL EXPLORATION LOG

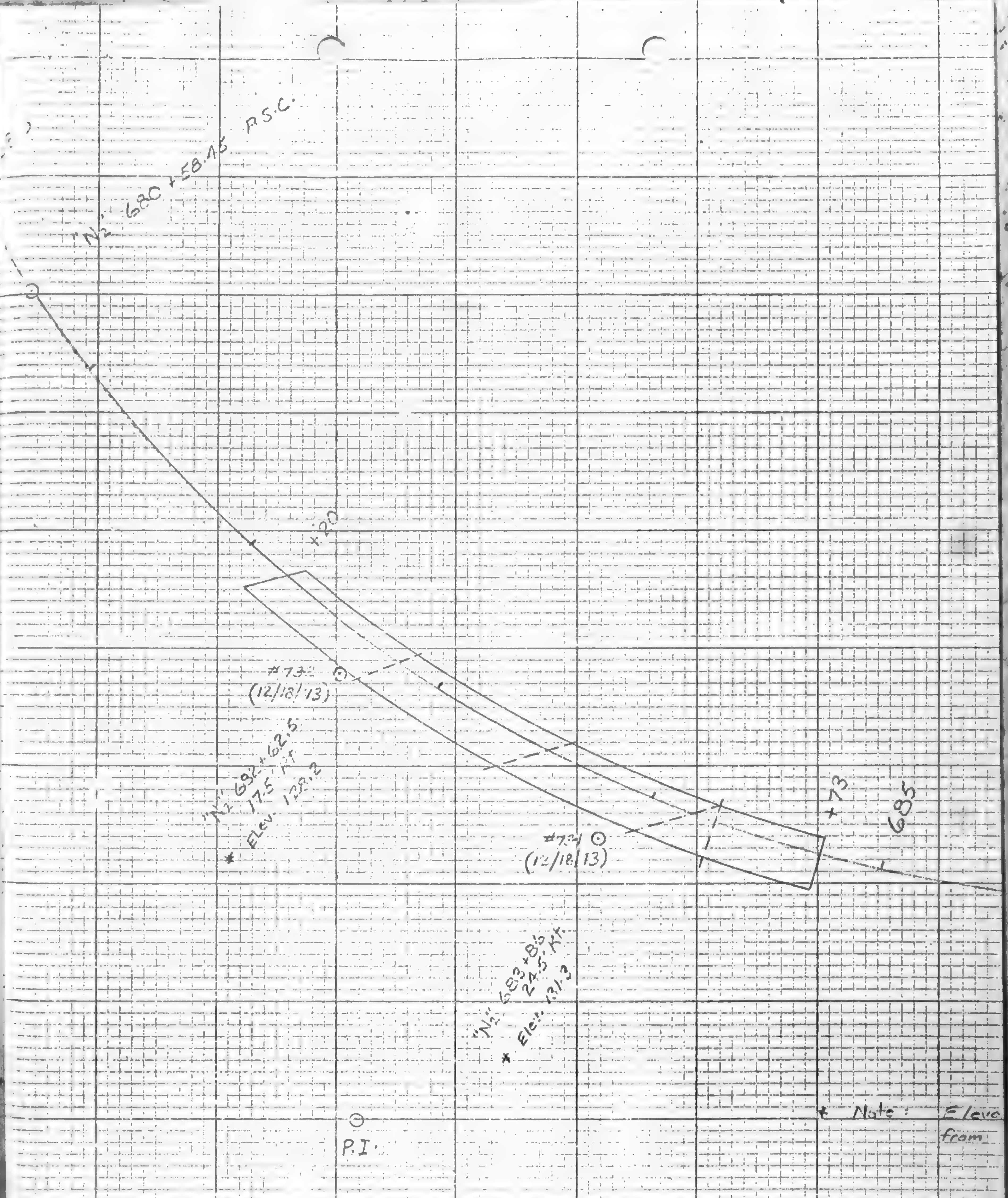
Project EAST McMINNVILLE INTCHNG. Date NOV. 20, 1973
Highway SALMON RIVER HWY County YAMHILL
Hole Location BR. #8951 Prefix 36-1428-906
Engineer FRETWELL Driller PROBZINSKI Recorder WEST
Equipment Used MOBILE DRILL #66-894
Depth 83 1/2' Station "N2" 683.86 RT. 24.5' Ground Elev 131.3'
Purpose of Work BR. FOUNDATION Water Level at Completion
Drive sampler OD 2" ID Hammer wt 140# 400# Fall 30" 30" Hole No. 73-1

Depth Sampled From To	Driving Resistance Blows/6 in. OR	% Moisture	% Recovery	Depth FT.	Description: Color, Plastic, Wet-Dry, Soft-Hard, % Water Return; Fresh-Weathered, Joints, Spacing, Broken, % Gravel, Sand, Silt and Clay
	BLOWS/12 IN.			0	DRY BROWN SILTY CLAYEY-
	FOR PILE TEST				SILT.
5-7	3-3-4-6			4	WET PLASTIC BROWN CLAYEY
					SILT. ABOUT 45% SILT &
10-12	2-2-2-3				40% CLAY. SOME FINE
15-17	2-2-3-3				SAND.
20-22	1-3-3-4				
25-26.5	2-3-3	39.7			
30-31.5	3-4-8	56.4		31	
35-36.5	4-6-9	39.6			WET GRAY PLASTIC CLAYEY
40-41.5	4-5-6	40.9			SILT. ABOUT 35% CLAY
45-46.5	7-7-8	41.5			& 55% SILT.
46-47.5	3-5-5			46	WET, PLASTIC BLUE-GREEN
					CLAY.
				51	
51-52.5	3-5-10	39.6			WET, BLUE-GREEN CLAYEY
					FINE SANDY SILT. NON-PLASTIC.
				55	
56-57.5	5-5-6	41.6			WET, GRAY MEDIUM-GRAINED SAND.
				62	
62.7-67.6	6-17-31-50/11"	(Pile	TEST)		LOOSE SMALL GRAVEL.
				64	
				69	TIGHT SMALL GRAVEL.
69.5-71	12-15-18	27.8			BROWN COARSE-GRAINED SAND.
				71	
75-76	50/10"	(PILE	TEST)		SMALL GRAVELS.
80-83.5	5-7-12-30/6"	(PILE	TEST)	83	
				83½	HARD BLUE SHALE.

Oregon State Highway Division
SOILS AND GEOLOGICAL EXPLORATION LOG

Project EAST McMINNVILLE INTCHNG. Date DEC. 18, 1973
Highway SALMON RIVER HWY County YAMHILL
Hole Location BR. #8951 Prefix 36-1428-906
Engineer FRETWELL Driller PRODZINSKI Recorder WEST
Equipment Used MOBILE DRILL #66-894
Depth 87' Station "N2" 682+62.5' RT. 17.5' Ground Elev 128.2'
Purpose of Work BR. FOUNDATION Water Level at Completion
Drive sampler OD ID Hammer wt 140# / 400# Fall 30" / 30" Hole No. 73-2

Depth Sampled From – To	Driving Resistance Blows/6 in. OR BLOWS/12 IN. FOR PILE TEST	% Moisture	% Recovery	Depth FT.	Description: Color, Plastic, Wet-Dry, Soft-Hard, % Water Return; Fresh-Weathered, Joints, Spacing, Broken, % Gravel, Sand, Silt and Clay
				0	BROWN SILTY CLAY. PLASTIC
10-11.5'	2-4-2		100		
15-16.5'	2-5-2		100		
20-21.5'	2-4-4		100		
25-26.5'	2-3-4		100		
30-31.5'	3-6-7		100	31	GRAY SILTY CLAY. PLASTIC
35-36.5'	3-4-11		100		
40-41.5'	4-3-6		100		
45-46.5'	4-6-7		100		
50-51.5'	4-6-9		100		
55-56.5'	8-12-19		100	56	BLACK SAND & CLAY AT 56'. NON-PLASTIC.
				60	CLAY AND SMALL GRAVEL.
60-61.5'	14-15-22		100		
				63	CLAY & SAND.
66-67.5'	8-9-11		100		
				78	SAND & SMALL GRAVEL.
78.5-80'	25-14-16		0		
				80	GRAVEL.
82-85	7-25-57 Pile TEST				
86-87	50/11 in. Pile TEST				
				87	END of HOLE


"N2" 680+58.45 P.S.C.
+20
#73 (12/18/13)
"N2" 682+62.5 17.5' Rt Elev. 128.2
#74 (12/18/13)
+73
685
"N2" 683+85 24.5' Rt. Elev. 131.3
P.I.

* Note: Elev
from

Oregon State Highway Division

SOILS AND GEOLOGICAL EXPLORATION LOG

Project E. McMINNVILLE INTER-CHANGE Date 11-13, 1973

Highway SALMON R HIGHWAY County YAMHILL

Hole Location 200' RT. STA. 692+00 Prefix 36-1428-910

Engineer FRETWELL Driller FISH Recorder FRETWELL

Equipment Used HAND SHOVEL & HAND AUGER

Depth 2½' Station 200' RT. STA. 692+00 Ground Elev ____

Purpose of Work TYPICAL SOILS TEST Water Level at Completion -1'

Drive sampler OD ____ ID ____ Hammer wt ____ Fall ____ Hole No. 73-101

Depth Sampled From	Depth Sampled To	Driving Resistance Blows/__in.	% Moisture	% Recovery	Depth	Description: Color, Plastic, Wet-Dry, Soft-Hard, % Water Return; Fresh-Weathered, Joints, Spacing, Broken, % Gravel, Sand, Silt and Clay
0-2½						The upper 1' is a dark, Brn, silt Loam. The material below that, at about the 1' depth, is a buff colored silty clay. Water was standing at -1' depth. The material was sampled for testing as a 'Typical' soil for use as 'Emb; & foundation. Since this appears to be a 'balanced' section there was no borrow site designation.

Oregon State Highway Division
SOILS AND GEOLOGICAL EXPLORATION LOG

Project EAST M^c MINNVILLE INTERCHANGE Date 7-24, 1973
Highway SALMON RIVER County YAMHILL
Hole Location SHOULDER Prefix 36-1428-910
Engineer W^m FRETWELL Driller P. HOCKETT Recorder P. HOCKETT
Equipment Used PAVEMENT CORE DRILL
Depth 42" Station "R" LINE 48+00 LT. 13 ft. Ground Elev. ____
Purpose of Work FOUNDATION Water Level at Completion ____
Drive sampler OD ____ ID ____ Hammer wt ____ Fall ____ Hole No. 301

Depth Sampled		Driving Resistance Blows/__in.	% Moisture	% Recovery	Depth IN.	Description: Color, Plastic, Wet-Dry, Soft-Hard, % Water Return; Fresh-Weathered, Joints, Spacing, Broken, % Gravel, Sand, Silt and Clay
From	To					
						HOLE # 301
						STA. "R" 48+00 LT. 13 ft. of EXISTING ℄.
					0	A/C
					2½"	DIRTY BASE ROCK.
						SAMPLES: 1 Bag, 1 CAN
					10½"	GRAVEL (2" in SIZE) MIXED WITH CLAY & SILT.
						SAMPLES: 1 Bag, 1 CAN
					30"	INPLACE CLAY & SILT.
						SAMPLE: 1 CAN
					42"	
						END of HOLE

Ore on State Highway Division
SOILS AND GEOLOGICAL EXPLORATION LOG

Project EAST McMINNVILLE INTERCHANGE Date 7-24, 1973
Highway SALMON RIVER County YAMHILL
Hole Location SHOULDER Prefix 36-1428-910
Engineer Wm FRETWELL Driller P. HOCKETT Recorder P. HOCKETT
Equipment Used PAVEMENT CORE DRILL
Depth 36" Station "R" LINE 42+50 LT. 13 FT. of EXISTING ℄. Ground Elev
Purpose of Work Water Level at Completion
Drive sampler OD ID Hammer wt Fall Hole No. 302

Depth Sampled		Driving Resistance Blows/__in.	% Moisture	% Recovery	Depth IN.	Description Color Plastic Wet-Dry Soft-Hard % Water Return Fresh-Weathered Joints, Spacing Broken % Gravel, Sand, Silt and Clay
From	To					
						HOLE #302
					0"	A/C
					2"	BASE ROCK: 2"-0
					13"	CLAY & SILT SAMPLE: 1 CAN.
					36"	END of HOLE

Page 1 of 2

REGON STATE HIGHWAY DIVISI
Materials Section

Laboratory Report

Laboratory No. 18464
Prefix No. 36-1428-910

Project East MacMinville Intr.
Highway Salmon River
Contractor
Submitted by William Fretwell

Contract No.

County Yamhill
F. A. Project No.
Date Reported 8-30-73
Laboratory Charges 102.58

REPORT ON SAMPLE OF

One Sack ~~A Can~~
Source of material Hole #.301 (Bag), Can = R/W Line Sta 48+00
Sampled or inspected at Bag = 10½" - 30", Can = 13' lt. of Center Line
To be used Subgrade
Sampled or inspected by Parks & Hockett 7/24/73

Data No. 66022
Date received 7/24/73
Quantity represented

TEST RESULTS

SOIL CONSTANTS
L. L. T-89 33
P. I. T-90 10
Sp. Gr. (Le Chat.) 2.60
Sand Equiv. T-176 Avg. 3 = 7
Class. M-145 A-4
Organic %
Nat. Moist. %
Los Angeles Abrasion T-96
Grading % Wear
Oregon Degradation
P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

Moisture %	18.1	16.0	13.9	12.3	
Exudation Press. psi	160	9[illegible]	227	430	
Expansion Pres. CT in	0.0	0.0	3.[illegible]	[illegible]	
Displacement	5.2	4.9	4.2	3.9	
Compaction, psi	[illegible]	[illegible]	[illegible]	[illegible]	
"R" Value	6	15	27	78	
Density pcf	[illegible]	112.5	[illegible]	120.3	
Water loss ml.	0	0	0	0	
Comp. water loss at blows	100	–	–	–	

Mech. Anal. T-88

Sieve Size	% Total
4	
3	
2	0.0
1½	4.3
1	15.2
¾	5.3
½	6.4
⅜	2.4
¼	2.0
4	0.8
10	3.0
40	3.4
60	2.1
200	3.3
P200	49.2

Moist.-Density Relations
T-99 ☒ T-180 ☐ Harvard ☐

Dry Density pcf	% Moisture
111.6	10.1
112.7	12.6
114.9	14.0
111.6 LW	15.9

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	41.3 %
Coarse sand, 2.0 to 0.42 mm.	5.3 %	3.4 %
Fine sand, 0.42 to 0.074 mm.	10.0 %	5.4 %
Silt, 0.074 to .02 mm.	33.3 %	14.5 %
Silt, 0.02 to 0.005 mm.	26.2 %	15.4 %
Clay, smaller than 0.005 mm.	24.7 %	14.5 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- x☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- x☐ Region Engineer Fredrickson
- ☐ Resident Engineer
- x☐ Soils & Geology
- 2x☐ Files
- x Fretwell

Remarks Sample was prepared for testing without prior drying. CC

John C. [illegible]
Engineer of Materials

SP*66056-734

PAGE 2 of 2

OREGON STATE HIGHWAY DIVISIO
Materials Section

Laboratory Report

Laboratory No. B18464
Prefix No. 36-1428-910

Project East MacMinville Intr.
Highway Salmon River
Contractor
Contract No.
Submitted by William Fretwell
County Yamhill
F. A. Project No.
Date Reported 8-30-73
Laboratory Charges

~~One Sack &~~ Can
REPORT ON SAMPLE OF Soil As Received
Source of material Hole #.301 (Bag), Can = R/W Line Sta 48+00
Sampled or inspected at Bag = 10½" - 30", Can = 13' Lt. of Center Line
Data No. 66022
To be used Subgrade
Date received 7/24 73
Sampled or inspected by Parks & Hockett 7/24/73
Quantity represented

TEST RESULTS

SOIL CONSTANTS
L. L. T-89
P. I. T-90
Sp. Gr. (Le Chat.)
Sand Equiv. T-176
Class. M-145
Organic %
Nat. Moist. 11.2 %
Los Angeles Abrasion T-96
Grading % Wear
Oregon Degradation
P20 %, Ht. in.

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

~~Expansion Pressure and "R" Value T-190~~

Moisture %	16.1				
Exudation Press. psi	164				
Expansion Pres. CT in	0.0				
Displacement	4.1				
Compaction, psi	91				
"R" Value	14				
Density pcf	114.4				
Water loss ml.	0				
Comp. water loss at blows	—				

Mech. Anal. T-88

Sieve Size	% Total
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	
P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- x☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- x☐ Region Engineer Fredrickson
- ☐ Resident Engineer
- x☐ Soils & Geology
- 2x☐ Files
- x Fretwell

Remarks

John C. Jenkins
Engineer of Materials

SP*86056-734

EGON STATE HIGHWAY DIVISI
Materials Section

Laboratory Report

Project	East McMinnville Intr.	Laboratory No. Prefix No.	73-18465 36-1428-910
Highway	Salmon River	County	Yamhill
Contractor	Contract No.	F. A. Project No.	
Submitted by	William Fretwell	Date Reported	Aug. 15, 197
		Laboratory Charges	$58.00

REPORT ON SAMPLE OF SOIL as received

Source of material: Can = 30" - 42" Hole #.301, R/W Line Sta. 48+00 13' Lt. of Center Line

Sampled or inspected at		Data No.	66022
To be used	Subgrade	Date received	July 24, 197
Sampled or inspected by	Parks & Hockett July 24, 1973	Quantity represented	

Can only

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88 Sieve Size	% Total
L. L. T-89	36	Moisture %	25.8					4	
P. I. T-90	13	Exudation Press. psi	32					3	
Sp. Gr. (Le Chat.)	2.72	Expansion Pres. CT in	3.5					2	
Sand Equiv. T-176		Displacement	4.8					1½	
Class. M-145	A-6	Compaction, psi	42					1	0.0
Organic	%	"R" Value	2					¾	0.7
Nat. Moist.	25.8 %	Density pcf	96.2					½	1.7
Los Angeles Abrasion	T-96	Water loss ml.	0					⅜	0.7
Grading	% Wear	Comp. water						¼	0.7
Oregon Degradation		loss at blows	-					4	0.5
P20 %, Ht. in.								10	0.5
								40	2.5
Moist.-Density Relations								60	2.0
T-99 ☐ T-180 ☐ Harvard ☐								200	5.1
Dry Density pcf	% Moisture							P200	85.6

HYDROMETER ANALYSIS:	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	4.8	%
Coarse sand, 2.0 to 0.42 mm.	2.7	%	2.5	%
Fine sand, 0.42 to 0.074 mm.	7.4	%	7.1	%
Silt, 0.074 to .02 mm.	36.6	%	34.9	%
Silt, 0.02 to 0.005 mm.	27.3	%	26.0	%
Clay, smaller than 0.005 mm.	26.0	%	24.7	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2X☐ Files
- X Fretwell
- X Soils & Geology

Remarks

Engineer of Materials

SP*88056-734

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Laboratory No. 73 - 18465
Prefix No. 36-1428-910

Project East McMinnville Inter.
Highway Salmon River
Contractor
Contract No.
Submitted by William Fretwell
County Yamhill
F. A. Project No.
Date Reported
Laboratory Charges

CAN ONLY

REPORT ON SAMPLE OF Soil + 5% Lime

Source of material Can 30" - 42" Hole #301, R/W Line Sta. 48+00 13' Lt. of Center Line
Sampled or inspected at
Data No. 66022
To be used Subgrade
Date received 7/24/73
Sampled or inspected by Parks & Hockett 7/24/73
Quantity represented

TEST RESULTS

SOIL CONSTANTS
L. L. T-89
P. I. T-90
Sp. Gr. (Le Chat.)
Sand Equiv. T-176
Class. M-145
Organic %
Nat. Moist. %
Los Angeles Abrasion T-96
Grading % Wear
Oregon Degradation
P20 %, Ht. in.

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

Expansion Pressure and "R" Value T-190

Moisture %	[illegible]				
Exudation Press. psi					
Expansion Pres. CT in	0.0				
Displacement	[illegible]				
Compaction, psi					
"R" Value					
Density pcf	97.1				
Water loss ml.	0				
Comp. water					
loss at blows	—				

Mech. Anal. T-83

Sieve Size	% Total
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	
P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks Material used for the lime treated test was originally used in the untreated T-190 Test.

John C. Jackson
Engineer of Materials

SP*66056-734

Page 1 of 2

REGON STATE HIGHWAY DIVISI
Materials Section

Laboratory Report

Laboratory No. 18463
Prefix No. 36-1428-910

Project East MacMinville Intr.
Highway Salmon River
Contractor
Submitted by William Fretwell
Contract No.
County Yamhill
F. A. Project No.
Date Reported 8-30-73
Laboratory Charges 51^{00}

REPORT ON SAMPLE OF

Source of material Bag = Hole #.301, Can = R/W Line Sta. 48 + 00
Sampled or inspected at Bag = 2½" - 10", Can = 13' Lt. Center Line
To be used Subgrade
Sampled or inspected by Parks & Hockett 7/24/73
Data No. 66022
Date received 7/24/73
Quantity represented

TEST RESULTS

One Sack ~~& Can~~

SOIL CONSTANTS
L.L. T-89 29
P.I. T-90 0
Sp. Gr. (Le Chat.) 2.79
Sand Equiv. T-176 Ave 3 = 23
Class. M-145 A-2-4
Organic %
Nat. Moist. %
Los Angeles Abrasion T-96
Grading A % Wear 12.9
Oregon Degradation
P20 19.4%, Ht. 2.1 in.

Expansion Pressure and "R" Value T-190

Moisture %					
Exudation Press. psi					
Expansion Pres. CT in					
Displacement					
Compaction, psi					
"R" Value					
Density pcf					
Water loss ml.					
Comp. water					
loss at blows					

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

Mech. Anal. T-88

Sieve Size	% Total
4	
3	0.0
2	8.6
1½	9.5
1	11.3
¾	8.8
½	12.8
⅜	10.7
¼	9.2
4	5.1
10	14.2
40	4.5
60	2.2
200	.5
P200	1.9

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	89.1 %
Coarse sand, 2.0 to 0.42 mm.	33.1 %	4.5 %
Fine sand, 0.42 to 0.074 mm.	20.7 %	3.5 %
Silt, 0.074 to .02 mm.	14.4 %	1.1 %
Silt, 0.02 to 0.005 mm.	13.0 %	1.6 %
Clay, smaller than 0.005 mm.	18.8 %	1.6 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- x☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- x☐ Region Engineer Fredrickson
- ☐ Resident Engineer
- x☐ Soils & Geology
- 2x☐ Files
- x Fretwell

Remarks Unable to perform T-99 and T-190 tests due to shortage of passing No. 4 material.

John C. Jenkins
Engineer of Materials

SP*66056-734

PAGE 2 OF 2

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Laboratory No. B18463
Prefix No. 36-1428-910

Project East MacMinville Intr.
Highway Salmon River
Contractor
Contract No.
Submitted by William Fretwell
County Yamhill
F. A. Project No.
Date Reported 8-30-73
Laboratory Charges

REPORT ON SAMPLE OF SOIL AS RECEIVED

Source of material Bag = Hole #,301, Can = R/W Line Sta. 48 + 00
Sampled or inspected at Bag = 2½" - 10", Can = 13' Lt. Center Line
Data No. 66022
To be used Subgrade
Date received 7/24/73
Sampled or inspected by Parks & Hockett 7/24/73
Quantity represented

TEST RESULTS

~~One Sack &~~ Can

SOIL CONSTANTS
L. L. T-89
P. I. T-90
Sp. Gr. (Le Chat.)
Sand Equiv. T-176
Class. M-145
Organic %
Nat. Moist. 5.0 %
Los Angeles Abrasion T-96
Grading % Wear
Oregon Degradation
P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

Moisture %	5.1				
Exudation Press. psi	800+				
Expansion Pres. CT in	0.0				
Displacement	4.8				
Compaction, psi	350				
"R" Value	85				
Density pcf	124.3				
Water loss ml.	[illegible]				
Comp. water loss at blows	—				

Mech. Anal. T-88

Sieve Size	% Total
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	
P200	

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
x ☐ Region Engineer Fredrickson
☐ Resident Engineer
x ☐ Soils & Geology
2x ☐ Files
x Fretwell

Remarks Stabilometer (T-190) sample was compacted in a basket.

Engineer of Materials

EP*65035-784

Page 1 of 2

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	East McMinnville Inter.	Laboratory No.	73-18466
		Prefix No.	36-1428-910
Highway	Salmon River	County	Yamhill
Contractor	Contract No.	F. A. Project No.	
Submitted by	William Fretwell	Date Reported	Aug. 15, 197
		Laboratory Charges	$58.00

REPORT ON SAMPLE OF Soil as received

Source of material	Hole #302 Sta. 42+50, 13' Lt. of Center Line		
Sampled or inspected at	13" - 36"	Data No.	66022
To be used	Subgrade	Date received	July 24, 197
Sampled or inspected by	Parks & Hockett July 24, 1973	Quantity represented	

Can only

TEST RESULTS

SOIL CONSTANTS	
L. L. T-89	31
P. I. T-90	9
Sp. Gr. (Le Chat.)	2.71
Sand Equiv. T-176	
Class. M-145	A-4
Organic %	
Nat. Moist. %	23.3
Los Angeles Abrasion T-96	
Grading % Wear	
Oregon Degradation	
P20 %, Ht. in.	

Expansion Pressure and "R" Value T-190					
Moisture %	23.3				
Exudation Press. psi	52				
Expansion Pres. CT in	0.0				
Displacement	4.5				
Compaction, psi	70				
"R" Value	8				
Density pcf	98.5				
Water loss ml.	0				
Comp. water loss at blows	-				

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

Mech. Anal. T-88

Sieve Size	% Total
4	
3	
2	
1½	
1	
¾	
½	0.0
⅜	0.2
¼	0.2
4	0.2
10	0.1
40	0.4
60	0.9
200	3.1
P200	94.9

HYDROMETER ANALYSIS:	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	0.7	%
Coarse sand, 2.0 to 0.42 mm.	0.5	%	0.4	%
Fine sand, 0.42 to 0.074 mm.	4.0	%	4.0	%
Silt, 0.074 to .02 mm.	35.2	%	35.0	%
Silt, 0.02 to 0.005 mm.	32.1	%	31.9	%
Clay, smaller than 0.005 mm.	28.2	%	28.0	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Fretwell
- X Soils & Geology

Remarks

Engineer of Materials

SP*66056-734

Page 2 of 2

REGON STATE HIGHWAY DIVISI
Materials Section

Laboratory Report

Laboratory No. 73 - 18466
Prefix No. 36-1428-910

Project	East McMinnville Inter.	County	Yamhill
Highway	Salmon River	F. A. Project No.	
Contractor	Contract No.	Date Reported	
Submitted by	William Fretwell	Laboratory Charges	

CAN ONLY

REPORT ON SAMPLE OF Soil+5% Lime

Source of material Hole #302, Sta. 42+50, 13' Lt. of Center Line
Sampled or inspected at 13" - 36"
To be used Subgrade
Sampled or inspected by Parks & Hockett 7/24/73
Data No. 66022
Date received 7/24/73
Quantity represented

TEST RESULTS

SOIL CONSTANTS
L. L. T-89
P. I. T-90
Sp. Gr. (Le Chat.)
Sand Equiv. T-176
Class. M-145
Organic %
Nat. Moist. %
Los Angeles Abrasion T-96
Grading % Wear
Oregon Degradation
P20 %, Ht. in.

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

Expansion Pressure and "R" Value T-190					
Moisture %	[illegible]				
Exudation Press. psi	[illegible]				
Expansion Pres. CT in	0.0				
Displacement	4.3				
Compaction, psi	[illegible]				
"R" Value	[illegible]				
Density pcf	[illegible]				
Water loss ml.	[illegible]				
Comp. water					
loss at blows	—				

Mech. Anal T-88

Sieve Size	% Total
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	
P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks Material used for the lime treated test was originally used in the untreated T-190 Test.

John C. Jenkins
Engineer of Materials

HP*50056-734

8684 Corvallis-Newport Hwy. @ 1978
53rd St. Sec.
(Grading, paving & signals)

C&R 6213   11-10-77

8684

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 828

STATE

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC:
H.S. Coulter, OSHD

FINAL ACCEPTANCE REPORT

4 22 80

REGION NO. 10	REPORT NO. 3	COUNTY Benton	DIVISION Oregon
DATE OF REPORT 4-22-80	REPORT MADE BY Bill Kappus, Area Engr.		PROJECT NO. HHS-21-1(1)
COMPLETION DATE 10-23-78	ACCEPTANCE DATE BY CONTRACT AGENCY 2-6-79	TIME ELAPSED $\frac{214}{220}$ = 97 %	CONTRACT TIME 220
APPROVED EXTENSIONS --------	LOCATION Intersection of 53rd St. and the Corvallis-Newport Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CORVALLIS-NEWPORT HWY @ 53rd STREET
CORVALLIS-NEWPORT HIGHWAY
Grading, Paving & Signal

This project provided for the installation of a traffic signal.

The final cost of the project overran the original estimate by 4%. The deficiencies noted in the final inspection report have been satisfactorily resolved. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
APR 28 '80
REFER TO Keasey
FOR
Info	Invest	R/P	D/R	Sign	Act	File

4/28
CY

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. KAPPUS		SIGNATURE G. K. Hossner	Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer	DATE 4-24-80	TITLE Field Operations Engr.	DATE 4-24-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8.

8

February 8, 1979

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8684 awarded to Morse Bros., Inc., for work on the Corvallis-Newport Highway at S.W. 53rd Street in Benton County was completed on October 23, 1978, and accepted by the State Highway Engineer on February 6, 1979.

Final payment in the amount of $2,077.70 will be released to the contractor after February 13, 1979. The total contract amount is $109,239.26 including $475.16 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8654

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB Corvallis-Newport Hwy at 53rd Street	SECTION Corvallis-Newport Hwy at S W 53rd Street	WEEK ENDING Dec 2 1978
CONTRACTOR Morse Bros. Inc.	HIGHWAY Corvallis-Newport	SECTION PREFIX 2-1093
DATE OF CONTRACT 2/27/78	KIND OF WORK grading, paving, & signals	COUNTY Benton
AVERAGE FORCE ON PROJECT FOR THE WEEK	CONTRACT NUMBER 8684	FEDERAL AID PROJECT NUMBER HHS-21-1(1)
MEN SUPERVISION	DATE WORK STARTED 5/9/78	ESTIMATED COMPLETION DATE 10/23/78 XXXXXXX
PROJECT AUTHORIZATION $ 130,258.39	SPECIFIED WORK DAYS	WORK DAYS USED
EXCLUSIVE OF ENGINEERING: $ 119,929.53	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 214
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ XXXXXXX 112,500	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 97
ESTIMATED PERCENT XXXXXX UNDERRUN - 6.2 XX %	ENGINEERING AUTHORIZATION $ 10,328.86	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
	ENGINEERING COST TO DATE $ 8,000 this week	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94
	PERCENT OF AUTHORIZATION 77 %	DATE PROJECT WAS COMPLETED: 10/23/78

semi-final estimate was submitted Nov 29th

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	XXXXXXX PAVE.	MAT'L. PROD	signal	
	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.24	0.24			0.24
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.24	0.24			0.24
TOTAL ESTIMATED QUANTITIES (CONTRACT)	400 cy	1240 T			1,680 T
TOTAL QUANTITIES CORRECTED TO DATE	XXXX 411	XXXX 988			XXXX 1616
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	411	988			1616
AVERAGE DAILY QUANTITIES this week					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK dozer___, blade___, roller___, water wagon___, dump truck___, pkup___, flat bed truck___, paver___, tack cart___, loader___, backhoe___, broom___, distributor___,

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K g

RECEIVED
DEC 5 1978
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Inlose
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Nov. 27, 1978	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was submitted to Region Office on Nov 29th.

PROJECT COMPLETED

FINAL REPORT

NEXT WEEK:

SIGNED Kents Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGE [illegible] DIRS BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP F216

75

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 28, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HHS-21-1(1)

Contract 8684, Work Completed October 23, 1978

Project Corvallis-Newport Hwy. @ SW 53rd St.

Highway Corvallis-Newport

County Benton

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 11-9-78

NOTED
H.S. COULTER

G. L. Green
Division Administrator

RECEIVE
STATE HWY
DEC 13 78
REF TO
Info
Act
File

RDC:mk

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
R. D. Church

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
RECEIVED
DEC 12 1978
CONSTRUCTION
BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

11-7-78

STATE COPY

4/24

cc: OSHD (H S Coulter)

U.S. D RTMENT OF TRANSPORTATION
FE RAL HIGHWAY ADMINISTRATION

STATE HWY ENGR
NOV 24 '78

REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Benton	DIVISION Oregon
IN COMPANY WITH See below			
DATE OF INSPECTION 11-9-78	INSPECTION MADE BY Bill Kappus, Area Engineer Aramis Lopez, Engineer Trainee		PROJECT NO. HHS-21-1(1)
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 97%	WORK COMPLETED 100%

CORVALLIS-NEWPORT HWY @ 53rd STREET
CORVALLIS-NEWPORT HIGHWAY
Grading, Paving & Signal

This project, located at the intersection of 53rd Street and the Corvallis-Newport Highway, provided for channelization and signalization of that intersection.

On November 9, 1978, Mr. Lopez and I accompanied the following people on a final inspection of the completed project:

Keats Oliver, Resident Engineer, OSHD.
Carl Williams, Construction Branch, OSHD.
Fred Lucht, Assistant District Engineer, OSHD.
Ted Litchfield, Construction Engineer, OSHD.
Dave Weaver, Traffic Engineer, OSHD.
Robert Christman, Contractor, Morse Bros., Inc.

On February 27, 1978, a contract was awarded Morse Bros., Inc. in the amount of $110,000.10 for the construction of the subject project. The work started on May 9, 1978 and was completed on October 23, 1978. There were no significant overruns or underruns on this project. No contract claims are anticipated. All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

The project, as constructed, contains two major design deficiencies. A turning radius of 25 ft. is provided in the NE and SW quadrants for vehicles turning through an angle of 114 degrees. This radius is adequate for passenger cars; however, larger vehicles must encroach into oncoming traffic lanes to negotiate the turn. The NE quadrant is obviously experiencing the most difficulty. The pedestrian walk signals had been "scraped off" the pole (they have been remounted on the backside of the pole as a preventative measure) and the guideposts in the turn had been ridden down by turning vehicles. I

(more)

recommend that sufficient ROW be purchased and a new project initiated to provide safe turning radii in both turns.

Prior to final acceptance of the present project, the two concrete filled steel posts placed in the NE quadrant to protect the signal post must be removed and replaced with a short section of guardrail placed in such a manner as to not constitute a hazard to the traveling public.

#8184 11-27-78

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-21-1(1)

STATE PROJECT NO.
See Below

PROGRAM NO.

COUNTY NAME
Benton

FROM:
G. L. Green, Division Administrator
Salem, Oregon

ITEM NO.
80119

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klabpe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED 2-1-78	DATE AUTHORIZATION EFFECTIVE 3-15-78	FEDERAL ROUTE NUMBER Primary 21 STATE ROUTE NUMBER Primary 33

GENERAL LOCATION:
"Corvallis/Newport Highway at SW 53rd Street Section"

GENERAL DESCRIPTION OF WORK:
Furnish and install permanent signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 15, 1978, as requested in Mr. Keasey's letter of April 7, 1978 as being in hthe public interest for the use of State Forces to proceed with the above work. State Force Order no. 1 is approved for TEC NTE $500, Federal funds $450.

NOTED
F. B. KLABOE

Swan 11-27

DATE 4-24-78	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8684

ATE COPY 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-45	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-5-78	te Oregon County Benton Project No. HHS-21-1(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Corvallis/Newport Hwy. at S.W. 53rd St.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-78	0.00

OTHER *(Specify)*

FUNDS Pro rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 127,988.00	$ 115,188.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Tinter
Technical Services Engineer
(Title)
By
State Highway Engineer
(Title)
By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator APR 5 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 15, 1978

Federal Aid Project
No. HHS-21-1(1)

Corvallis/Newport Hwy. at S.W. 53rd St. Sec.
Corvallis - Newport Highway
Benton County

Project Agreement Estimate.

Type Code Y008
Channelization (Sta. 450+60.38 to Sta. 463+18.18)

Mobilization	All	Required		$ 3,300.00
Temporary Protection and Direction of Traffic	All	Required		3,100.00
Temporary Signs	210	Sq.Ft.	5.00	1,050.00
Temporary Barricades	2	Each	70.00	140.00
Flagmen	80	Hour	22.00	1,760.00
Removal of Structures and Obstructions	All	Required		1,000.00
Embankment in Place	400	Cu.Yd.	5.72	2,288.00
Trench Excavation	100	Cu.Yd.	5.71	571.00
Finishing Roadbed and Slopes	All	Required		1,800.00
Aggregate Shoulders	580	Ton	6.25	3,625.00
Treated Base Mixture	660	Ton	9.00	5,940.00
Cement in Treated Base Mixture	36	Ton	68.00	2,448.00
Class "B" Asphalt Concrete Mixture	1,680	Ton	18.00	30,240.00
12-inch Culvert Pipe	280	Lin.Ft.	8.70	2,463.00
18-inch Culvert Pipe	12	Lin.Ft.	30.00	360.00
36-inch Culvert Pipe	66	Lin.Ft.	90.00	5,940.00
60-inch Arch Type Pipe	16	Lin.Ft.	150.00	2,400.00
Concrete Inlets, Type G-1	1	Each	400.00	400.00
Guard Rail, Type 2A	125	Lin.Ft	12.60	1,575.00
Rail End Pieces, Type A	4	Each	26.25	105.00
Extra for Asphalt Approaches	18	Each	100.00	1,800.00
Delineators	26	Each	17.85	464.10
Adjusting Inlets	1	Each	150.00	150.00
				$72,892.10

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,000.00
Temporary Pavement Striping (S.F.)	All Required	515.00
Temporary Erosion Control (E.W.)	All Required	1,500.00
		$ 3,015.00
	Subtotal	$75,907.10
	Engineering	10,247.90
	Total	$86,155.00

Type Code Y031
Traffic Signals (Sta. 456+39.28)

Traffic Signal Installation, Complete	All Required	$36,858.00
	Subtotal	$36,858.00
	Engineering	4,375.00
	Engineering (Signal Controller Testing)	600.00
	Total	$41,833.00

Length of Project - - - - - - - - - - - - 0.00

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 500.00
Roadside Seeding and Mulching	All Required	500.00

Summary of Funds (90%)

Description	Total	Federal Funds	State Funds
Channelization	$ 86,155	$ 77,539	$ 8,616
Signal	41,833	37,649	4,184
Total	$127,988	$115,188	$12,800

Group 1 100%

Contract No. 8684

Prefix 2-1093

CORVALLIS/NEWPORT HWY. AT S.W. 53RD ST. SEC.
(Nonparticipating - Statework)

Setting Mailbox Posts	5 Each	50.00	$ 250.00
Furnishing Mailbox Posts	3 Each	50.00	150.00

8684

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 27, 1978

Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8684 for work on the Corvallis-Newport Highway at S.W. 53rd Street in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinns
C. O. Fredrickson
Keats Oliver
L. E. George

MORSE BROS., INC.

ADMINISTRATIVE OFFICE
P. O. BOX 7, EAST GRANT ST.
LEBANON, OREGON 97355
TELEPHONE (503) 258-8141

March 15, 1978

C. W. Head
Commission Services
121 Transportation Building
Salem, Oregon 97310

Enclosed, please find two fully executed copies of contract #8684 on the Corvallis-Newport Hwy. section at S.W. 53rd Street of the Corvallis-Newport Highway in Benton County.

Very truly yours,

MORSE BROS., INC.

R H Bellinger jlm
R. H. Bellinger
Vice-President of Administration

RHB:jlm
Enclosures

RECEIVED
MAR 16 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8684

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Keats Oliver
L. E. George
SAIF
Fran

February 28, 1978

Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

Gentlemen:

The Oregon Transportation Commission on February 27 accepted your proposal for work on the Corvallis-Newport Highway at S.W. 53rd Street Section in Benton County for the sum of $110,000.10 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8684.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 11, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8684

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

2-1-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-21-1(1)

STATE PROJECT NO. See Below

COUNTY NAME Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80119

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED: 2-1-78

DATE AUTHORIZATION EFFECTIVE: 2-1-78

FEDERAL ROUTE NUMBER: Primary 21

STATE ROUTE NUMBER: Primary 33

GENERAL LOCATION:

"Corvallis/Newport Highway at SW. 53rd Street Section"

GENERAL DESCRIPTION OF WORK:

Traffic Signals and Channelization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify): Permanent & Temporary Pavement
Striping (SF) $1,515
Temporary Erosion Control $1,500

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1-30-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $140,258, Federal funds $126,232.

A signed copy of the Title Sheet is returned herewith.

Swan w/enc
3-1

DATE: 2-1-78

SIGNATURE OF APPROVING OFFICIAL: G K Hoosner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8684

9

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
Program Management Engineer

DATE: December 16, 1977

FROM: L. E. George
Traffic Engineer Supervisor

NOTED
H. S. COULTER

SUBJECT: Traffic Signal Installation
Title II Section 209
Corvallis-Newport Hwy. @ S.W. 53rd St. Section

The subject project appears on the Schedule of Contract Lettings for the January 26, 1978 letting and is part of an accelerated program of traffic signal contracting to be funded with Transition Quarter Funds.

The original concept of the project has been expanded to include left-turn refuges and accompanying traffic signal phases, putting the cost estimate beyond the TQ funds set aside for the project.

An investigation of the accident history at the intersection was undertaken to see if the project would qualify for funding with Title II Section 209 funds. There have been 13 accidents recorded during the time period of January 1, 1970 through July 31, 1977. Nine of these accidents were of the type which could be classed as preventable by installation of traffic signals. These nine accidents produced 14 injuries and one fatality.

A project with an estimated cost of $130,000 would have a favorable benefit/cost ratio and it is our recommendation that the proposed funding for the entire project be transfered from Transition Quarter to Title II Section 209.

Supporting data for this recommendation is attached.

Please prepare necessary documentation to revise the programming with the FHWA.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

RHB:rw
Attachments

cc: H. S. Coulter
J. H. Versteeg
J. W. Sheldrake

RECEIVED
STATE HWY ENGR
DEC 20 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1397

8684

9

November 10, 1977

Board of County Commissioners
Benton County
Courthouse
Corvallis, OR 97330

Attention: William E. Flynn
Director of Elections & Records

MISC. CONTRACTS and
AGREEMENTS No. 6213

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Corvallis-Newport Highway at S. W. 53rd Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8684.

8

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: October 10, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Solar Power for Traffic Signal Installations

As a result of negotiations between Benton County and the State involving a traffic signal installation, Mr. James Blair, Director of Public Works for Benton County, has suggested the possibility be examined of utilizing solar power equipment to operate a traffic signal installation.

This letter is to advise the file that this office will pursue this matter. Experience in this area is lacking in this office. However, a search will be conducted for experienced personnel that might be available in other State agencies such that preliminary information could be furnished concerning this type of electrical generating equipment. Once preliminary information as to design features and cost have been obtained, this office will attempt to initiate with an appropriate agency funding to conduct an experimental project consisting of installation of a full-scale traffic signal together with solar power generating equipment and monitoring equipment necessary to determine the feasibility of utilizing solar power for the operation of traffic signals.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

LEG:ds

cc: James Blair

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. H. Versteeg
J. W. Sheldrake
P. O. Stearns
Dave Paoli
Robert Judson

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
OCT 10'77
REFER TO
FOR

Info	Inven	R/D	D/R	Sign	Act	File

ROUTING SLIP

Date: 10-3

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
[✓ Technical Services Engineer]
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ________
District Number ________

RECEIVED
TECHNICAL SERVICES
OCT 4 '77
REFER TO
FOR

Info	Inv.	R	D/R	Sign	Act	File

ATTENTION: E. S. Hunter

FROM: L. E. George

I do believe that solar panels are appropriate in Western Oregon. An economic analysis would find them to be rather marginal at this time, however, if electrical power continues to rise they would soon be justified. The solar panels would be supplemented by commercial power.

STATE OF OREGO

INTERO CE MEMO

TO: L. E. George
Traffic Engineer

DATE: September 28, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: Traffic Signal Agreement
US 20 @ 53rd Street
Corvallis-Newport Hwy., No. 33
Benton County

NOTED
E. S. HUNTER

NOTED
R.D. TRYGSTAD

Attached for your reference are copies of correspondence concerning the investigation of solar panels to be installed as an alternate power source at subject location. The county has indicated that, if feasibility is established, they would be willing to pay a portion of the installation cost.

If Benton County submits tentative design information requested by P. O. Stearns, would you consider completing the design and contracting such an installation. Would the added cost be at State expense or County expense? What is the approximate added cost? The agreement needs modifying if they are to pick up the added cost.

Additional requests of this nature can be anticipated. Jim Blair made a presentation at the recent Association of Oregon Counties (AOC) Technical Committee meeting. He will probably do the same at the annual AOC conference. So our answer will become a policy matter which this office will confirm with E. S. Hunter unless you do so first. Your early assistance will be appreciated.

GW:dmc
Attachments
cc: E. S. Hunter w/att.
P. O. Stearns, Reg. 2

RECEIVED
TECHNICAL SERVICES
SEP 29 '77
REFER TO George
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
L.E. GEORGE

NOTED
J. H. VERSTEEG

RECEIVED
TECHNICAL SERVICES
OCT 4 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

RECEIVED
SEP 3[illegible] 1977
TRAFFIC ENGINEERING

Are solar panels really appropriate in western Ore.?
Ed

2-1997

Benton County Public Works Department

360 SW AVERY AVENUE

757-6821
PHONE XXXXXXX
CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

September 19, 1977

Phillip O. Stearns
Region II Federal Aid Engineer
Oregon State Highway Building
Salem, Oregon 97330

Dear Mr. Stearns:

Enclosed are three copies of the Construction-Finance Agreement for Traffic Signal Installation at the Corvallis-Newport Highway and 53rd Street, which have been signed by the Benton County Board of Commissioners.

If you have any questions, please feel free to contact this office.

Sincerely,

Connie R. Baker
Administrative Secretary

cb

Enclosures

PROJECT MANAGEMENT
PME ☑
[✓ LGE ☐]
CCE ☐
IAE ☐
OM ☐
OPE ☐
SEP 21 1977
TAA
File: PM FA LG OP

TRA 16-6

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
XXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 14, 1977

James E. Blair
Director of Public Works
360 S.W. Avery Avenue
Corvallis, Oregon 97330

Dear Mr. Blair:

Your letter regarding investigating the economics of providing power for the 53rd Street traffic signals by means of solar generated electricity has been submitted to the Highway Traffic Section for consideration.

They have indicated an interest in such an application; however, they have neither the manpower nor expertise to perform the necessary design.

I would appreciate your sending information and any positive recommendation you may have for further review.

Sincerely,

Phillip O. Stearns
REGION II FEDERAL AID SPECIALIST

POS/dea

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

September 12, 1977

TO: P. O. Stearns
Region 2 Federal-Aid Engineer

SUBJECT: Solar Energy for Traffic Signals

The application of solar energy for use on traffic signals is of interest to this office.

As you suggest, it would require a practical demonstration and thorough testing before acceptance on equipment as critical as traffic signals.

This office having neither the manpower nor expertise to perform the necessary design would be pleased to review any positive recommendations that Mr. Blair might have.

L. E. George
Traffic Engineer

WRZ:ds

Board of County Commissioners
BENTON COUNTY COURTHOUSE
CORVALLIS, OREGON 97330

COMMISSIONERS
LARRY CALLAHAN
BARBARA ROSS
DALE SCHROCK

September 12, 1977

Walter Pollack, Supervisor
Conservation and Alternative Resources Section
Oregon State Department of Energy
528 Cottage Street NE
Salem, OR 97310

Dear Mr. Pollack:

On September 7, 1977, the Benton County Commissioners approved an agreement for the installation of traffic signals at the intersection of Highway 20/34 and 53rd Street in the Corvallis area. The agreement provides that Benton County shall pay for all costs of electrical energy consumed by reason of operation of the traffic control signal equipment.

In approving the agreement, we requested that the Oregon State Highway Division, in conjunction with the Department of Energy, make a study of the economics of solar energy through use of solar electrical panels as the primary source of power for traffic signals. We would appreciate receiving a copy of this study, when completed.

The Board received information on these solar electrical panels from Public Works Director, Jim Blair, who indicated his willingness to help in the study. A copy of his letter is enclosed.

The Board of Commissioners believe it may be in the best interest of Benton County to have a substantial portion of the signal power generated by solar electrical panels, if this is feasible. We would be willing to consider providing a portion of the initial installation costs if it can be shown that the alternative power source is economically beneficial.

Sincerely,

BENTON COUNTY BOARD OF COMMISSIONERS

Dale D. Schrock, Chairman

Barbara Ross

Barbara Ross

Larry Callahan

✓cc: Phillip O. Stearns, State Highway Division

Enclosure

'R'A 16-6

Board of County Commissioners
BENTON COUNTY COURTHOUSE
CORVALLIS, OREGON 97330

COMMISSIONERS
LARRY CALLAHAN
BARBARA ROSS
DALE SCHROCK

September 12, 1977

REGION 2 ENGINEER
RECEIVED
SEP 13 1977
☐ RE ☐ RCE ☐ HME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

The Honorable Robert Straub
207 State Capitol
Salem, OR 97310

Dear Governor Straub:

on September 7, 1977, theBenton County Commissioners approved an agreement for the installation of traffic signals at the intersection of Highway 20/34 and 53rd Street in the Corvallis area. The agreement provides that Benton County shall pay for all costs of electrical energy consumed by reason of operation of the traffic control signal equipment.

In approving the agreement, we requested that the Oregon State Highway Division, in conjunction with the Department of Energy, make a study of the economics of solar energy through use of solar electrical panels as the primary source of power for traffic signals.

The Board received information on these solar electrical panels from Public Works Director, Jim Blair, who indicated his willingness to help in the study. A copy of his letter is enclosed. Knowing of your interest in energy conservation, we are requesting your assistance in encouraging the State of Oregon to pursue this research.

The Board of Commissioners believe it may be in the best interest of Benton County to have a substantial portion of the signal power generated by solar eletrical panels, if this is feasible. We would be willing to consider providing a portion of the initial installation costs if it can be shown that the alternative power source is economically beneficial.

Sincerely,

Dale D. Schrock
Dale, D. Schrock, Chairman

Barbara Ross
Barbara Ross

Larry Callahan
Larry Callahan

cc: Phillip Stearns, Highway Division
Jim Blair

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 29, 1977

FILE:

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

SUBJECT: Solar Energy for traffic signals

TO: L. E. George
TRAFFIC ENGINEER

Attached is a letter from Benton County Director of Public Works, James Blair. Mr. Blair suggests we study the economics of providing electricity for traffic signals from solar energy.

You may have already made such a study. If so, would you provide me with the information and I will respond to Mr. Blair.

If a study has not been made, I recommend we take Mr. Blair seriously with the added question, is it practical from a maintenance and vandalism viewpoint?

POS/lea
attachment

Benton County Public Works Department

160 SW AVERY AVENUE

PHONE ~~XXXXXXX~~ 757-6821

CORVALLIS OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

August 24, 1977

Phillip O. Stearns
Region II Federal Aid Engineer
Oregon State Highway Division
2960 East State Street
Salem, Oregon 97310

Dear Mr. Stearns:

We have received copies of the proposed agreement for installation of traffic control signal equipment at the intersection of the Corvallis-Newport Highway and 53rd Street in Benton County. I am forwarding the agreement to the County Commissioners with the recommendation that they add the following stipulation: The Oregon State Highway Division will investigate the economics of providing power by means of solar generated electricty.

Electrical solar panels are being used on an experimental basis in the State of Arizona and other areas of the United States. It appears that a solar electrical panel with back-up power from an established power source could prove to be economically feasible for the long term. I have done some preliminary investigation and it may be feasible to install such panels to power the signal system for less than $5,000. At the present time it costs Benton County approximately $600 per year to provide power for each of the signal installations. I am sure that you will agree that power costs will certainly get higher as time goes on and the economics of a solar powered system should certainly be considered.

I am recommending that the County Commissioners send a copy of the recommendation on electrical solar panels to Governor Straub and to Walter Pollack, Supervisor, Conservation and Alternative Resource Section of the State Department of Energy. I hope that you will provide some assistance from your end in getting this some serious consideration.

Sincerely,

James E. Blair

James E. Blair, P.E.
Director of Public Works

JEB:cb

cc: County Commissioners

8684

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
July 19, 1977
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

TO: D. H. Moehring
Program Management Engineer

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Statewide Assessment
Corvallis-Newport Highway @
S.W. 53rd Street (Corvallis)
Section
Corvallis-Newport Highway
Benton County

E. S. HUNTER

The proposed project is to install a five phase, fully actuated traffic signal and to construct left-turn lanes at the intersection of S.W. 53rd Street and the Corvallis-Newport Highway. The project is proposed for funding under the Special Supplemental Preservation Program financed with Transition Quarter Funds.

The project is 0.4 mile in length between milepoints 53.29 and 53.69 on the Corvallis-Newport Highway. Present Average Daily Traffic within this section of highway is 8900. A twenty year projection is for 16,900. Approximately 82 percent of the traffic volume enters the intersection from the Corvallis-Newport Highway and 18 percent from 53rd Street.

The Statewide Assessment for Safety Projects classifies projects of this type as non-major.

RECEIVED
STATE HWY ENGR
JUL 19 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

GAP:cjh

cc: E. S. Hunter
John Sheldrake
Eddie Welsh
D. E. Swan
Don Trout

8685 Oak Ranch Creek Bridge Sec. 1978
of Nehalem Hwy.
(Grading, paving & structure)

#8685 -11-80 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

ATE COPY

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. BRS-133(2)	2. COUNTY Columbia	3. STATE Oregon 8685

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional & incidental work, involved construction of roadbed subgrade, aggregate base, aggregate subbase and pavement. Included was the construction of a bridge over Oak Ranch Creek. The structure, No. 1748A is 70 feet long and has a roadway width of 32 feet. The work, completed on September 28, 1978, was performed on the Oak Ranch Creek Bridge Section of the Nehalem Hwy., approximately 8 miles north of Vernonia.

5. CONTRACTOR'S NAME Coast Marine Construction Co.	6. CONTRACT AMOUNT $ 197,524.40

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

3/12/80
CJ Kasey
TAA

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ______ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
/			X080	0.013

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W. N. Bryant	11. DATE OF INSPECTION 3-5-80

12. IN COMPANY WITH
Unaccompanied

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W N Bryant		16. SIGNATURE G K Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 3-7-80	17. TITLE Field Operations Engineer	18. DATE 3-11-80

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8685

.1

8

May 29, 1979

St. Paul Fire & Marine Insurance Co.
250 Central Building
Seattle, WA 98104

Gentlemen:

On May 23, 1979, we wrote to you concerning release of final payment on Contract No. 8685 awarded to Coast Marine Construction, Inc., for work on the Oak Ranch Creek Bridge Section of the Nehalem Highway in Columbia County.

Final payment on this contract is $10,878.95 and the total contract amount is $217,681.77 including $1,472.58 for work performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Coast Marine Construction, Inc.
P. O. Box 4506
Portland, OR 97208

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah, Suite 700
Portland, OR 97232

Beason & Company
250 Central Building
Seattle, WA 98104

bc C. T. Keasey
Walt Hart
Ed Hardt

8685

102

Salem, Oregon
May 18, 1979

Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

Oak Ranch Creek Bridge
Nehalem Highway
Columbia County

John D. Howard
Resident Engineer

This is to acknowledge receipt of your construction narrative.

We have recognized the need for more detailed staging and traffic control plans and they are being incljded in all projects.

A straight taper applied to a curve will result in a curve on the guardrail. The taper for Type 3 guardrail calls for a 10:1 as the maximum rate. Normally, the offsets for the flares are obtained from Table A. "W" is 8 feet but may be reduced. This is a Class D highway and "E" from Table C is 0 unless shown otherwise on the plans.

LKW:ab
cc: C. T. Keasey
E. L. Hardt

OAK RANCH CREEK BRIDGE
NARRATIVE REPORT

I. Location

Sheet three of the "As Constructed" plans shows a change in both horizontal and vertical alignment that was necessary for construction. The horizontal alignment was moved approximately three feet to the west (upstream) to permit construction of the northwest wing wall and impact slab and maintain traffic on the old bridge. This shift made possible two 10 foot lanes at the northwest corner of the impact slab (critical point). One complication was the grade on the impact slab which was approximately four feet higher than the existing pavement and imposes an additional restriction on the horizontal clearance. Precast concrete barrier instead of the temporary guardrail was used in this area to retain the fill. The construction alignment is the same degree circular curve with modified spirals to tie into the existing roadway. On the Vernonia end the spiral extended into the curve right, so approximately 150 feet had to be eliminated.

In considering the vertical alignment the high water elevation given on the plans was decided to be a controlling factor and the elevations of the bridge were maintained as per plan. Also the plan super rate was kept the same. The new profile on sheet 3 shows matching the existing point at the beginning of the job approximately two feet above plan and on the end, approximately four feet above plan.

Sheet 3 shows additional right of way needed for the toe trench excavation and the shift in alignment. In this case the toe of slope was within the right of way, but the level bench formed by the toe trench extended beyond.

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen ① Watson
2 Hager Dorn Leu
[✓ Return] Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER
Prepare Ltr.

Versteeg
Anderson
1 Christensen
Olson
Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
APR 10 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

A few comments on the typical section and tapers. The existing road has a paved width of 22 feet with some additional widening in the curve at the Vernonia end. The new section is 32 feet wide and widens to 52 feet at the end of the guardrail flares. This might seem overdone but when the log truck traffic and the fact that this is a bicycle route is considered the four foot paved shoulder looks worthwhile. Treatment of the guardrail flare at the bridge ends was a source of confusion. Drawing 2126B shows a straight 10:1 taper at the bridge end. The plan~~s~~ is drawn with a curve, so we did it as per the embankment terminal. Should the pavement edge extend to the guardrail and taper back to normal shoulder width in 100 feet? This makes for a lot of tapered roadway when the 200 foot sections at each end are considered (800 foot taper of a total length of 1,164) and for a strange looking line on the edge of pavement. In our opinion the 52 foot width is overdone and the edge of pavement without a good shoulder stripe could pull a car from the traveled lanes. We would prefer to see the four foot shoulder held constant and the bridge ends extended and flared with concrete barier.

II. Provide for Traffic

In spite of the rural setting there was more traffic than might be expected. The signing specified seemed to be adequate and there were no accidents to our knowledge. The contractor had a theft problem with the battery operated flashers. Batterys were found missing several times and had to have replacements furnished.

Staging was not covered in the plans and presented the biggest problem to this office. The close proximity of the new to the old bridge made it impractical to complete the toe trench, riprap and fills until after removal of the old bridge. Briefly the staging was as follows:

1. Construct bridge and as much fill as possible without intefering with traffic.
2. Construct roadbed on ends one lane at a time, flagging traffic.
3. Switch traffic--traffic running on base rock.
4. Removed old bridge and completed fills.
5. Paved.

The plans imply that staging is required and we haven't had any complaints from the contractor. However, the staging precludes use of the excavated material at the ends of the project in the embankment and it could be a source for a claim.

III. Roadwork

Embankment material came from the Oak Ranch Quarry and was purchased from Crown Zellerbach. This excellent rock also qualified and was used for the aggregate subbase. We considered leaving and overlaying the existing roadbed on the ends, however, on removal it was found that the existing road was a number of layers of AC on a clay subgrade. The full section was taken to the project limits. The vertical cut for the aggregate subbase shown on the typical section traps water and on the low side of the super at the Vernonia end soft spots developed. To correct this approximately 100 feet of perforated pipe was added.

IV Structure

The slab bridge is a simple structure and presented no special problems. The chording of the slabs on the curve does not give a pleasing appearance. We would like to see one less precast slab and a field poured overhang added that follows the curve.

John D. Howard
Resident Engineer

STATEMENT OF OVERRUN & UNDERRUN
OAK RANCH CREEK BRIDGE
BRS-133(2) Contract 8685

SUMMARY

	ORIGINAL AMOUNT	FINAL AMOUNT	DIFFERENCE
BID ITEMS	$197,524.40	$188,960	-4%
ANTICIPATED ITEMS	1,300.00	415	-68%
CONTINGENCIES	8,947.10	26,580	+197%
ENGINEERING	17,894.20	23,000	+29%
TOTALS	$225,665.70	$238,955	+106%

STATEMENT OF OVERRUNS & UNDERRUNS

Project: Oak Ranch Creek Bridge
Highway: Nehalem
County: Columbia

Cont
Pre
Date

BID ITEM	DESCRIPTION	UNIT	CONTRACT QUANTITY	FINA QUAN
1.	Mobilization	LS	100%	10
2.	Temporary Protection and Direction of Traffic	LS	100%	100
3.	Temporary Signs	SF	100 (See No. 4)	115
4.	Temporary Continuous Rail Traffic Barrier Reflectorized	LF	500	625
	No provisions for staging were considered in the original contract; a conflict in the new and old bridge location required temporary traffic to two narrow lanes requiring the added barrier.			
5.	Temporary Guard Rail	LF	50	5
6.	Flagmen	HRS	160	
7.	Clearing & Grubbing	LS	100%	10
8.	Embankment in Place		2,685	4,2
	Location survey and quantities were inaccurate.			
9.	Toe Trench Excavation		260	4
	See Bid Item No. 8			
10.	Roadway Removal Excavation		300	3
	Additional excavation to remove existing bridge concrete abutments and shape end fi			
11.	Finish Roadbed & Slopes		100%	1
12.	Watering	DELETED		
13.	Aggregate Subbase SEE PRICE AGREEMENT NO. 4			

STATEMENT OF OVERRUNS & UNDERRUNS

reek Bridge

Contract: 8685
Prefix: 105-1082
Date: 10/2/78

ION	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
	LS	100%	100%	-
tection and Direction of Traffic	LS	100%	100%	-
gns	SF	100 (See No. 4)	115	+15%
tinuous Rail Traffic Barrier ized	LF	500	625	+25%
for staging were considered in the original contract; h the new and old bridge location required temporary o narrow lanes requiring the added barrier.				
ard Rail	LF	50	50	0
	HRS	160		
rubbing	LS	100%	100%	-
n Place		2,685	4,290	+60%
vey and quantities were inaccurate.				
xcavation		260	461	+77%
n No. 8				
oval Excavation		300	359	+20%
excavation to remove existing bridge concrete abutments and shape end fill.				
bed & Slopes		100%	100%	-
	DELETED			
ubbase SEE PRICE AGREEMENT NO. 4				

BID ITEM	DESCRIPTION	UNIT	CONTRACT QUANTITY
14.	1"-0 Aggregate Base		1,450
	In lieu of watering some water was added to base at plant which increased Also some base rock filled in voids of coarse subbase rock.		
15.	Class "B" Asphalt Concrete	TON	850
	Pavement in widened guardrail tapers wasn't included in original estimate.		
16.	Guard Rail Type 2-A	LF	300
17.	Guard Rail Type 3	LF	100
18.	Guard Rail Anchors Type I	EA	4
19.	Rail End Pieces Type C	EA	4
20.	Loose Riprap Class 100	CY	103
	Original estimate didn't include riprap beyond toe trench.		
21.	Loose Riprap Class 700	CY	520
	Toe trench was shortened in area of existing bridge.		
22.	Fiber Filter	SF	2,080
23.	Delineators	EA	20
24.	Bridge Removal Work	LS	100%
25.	Structural Excavation	CY	30
26.	Furnish HP 10 x 42 Steel Piling	LF	420
27.	Drive Steel Piles	EA	14
28.	Splice Steel Piles	DELETED	
29.	Structural Concrete Class 3300	LS	100%
30.	4' x 70'/75' Prestressed Slabs	EA	9
31.	Reinforcement	LS	100%
32.	Reinforced Concrete Bridge End Panels	SY	162
33.	Asphalt Membrane	SY	250

TION	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
gate Base		1,450	1,947	+34%
watering some water was added to base at plant which increased tonnage. base rock filled in voids of coarse subbase rock.				
Asphalt Concrete	TON	850	950	+12%
in widened guardrail tapers wasn't included in original estimate.				
l Type 2-A	LF	300	(300)	-
l Type 3	LF	100	(100)	-
l Anchors Type I	EA	4	(4)	-
Pieces Type C	EA	4	(4)	-
rap Class 100	CY	103	218	+112%
estimate didn't include riprap beyond toe trench.				
rap Class 700	CY	520	448	-14%
h was shortened in area of existing bridge.				
ter	SF	2,080	3,014	-2%
rs	EA	20	20	-
moval Work	LS	100%	100%	-
l Excavation	CY	30	24	-20%
P 10 x 42 Steel Piling	LF	420	420	-
eel Piles	EA	14	14	-
teel Piles	DELETED			
l Concrete Class 3300	LS	100%	100%	-
/75' Prestressed Slabs	EA	9	9	-
ement	LS	100%	100%	-
ed Concrete Bridge End Panels	SY	162	162	-
Membrane	SY	250	247	-

PRICE AGREEMENTS

No.	DESCRIPTION	UNIT	CONTRACT QUANTITY	FINA QUANTI
1.	Change Pile Hammer Minimum	LS	100	100
2.	DELETED			
3.	Allow one ticket/day for weigh memo	DOCUMENTARY		
4.	Change Bid Item No. 13 Unit to CY measure	CY	2300	2480
	Subbase was used to backfill wet spots in existing grade.			
5.	Allow use of either 3/4"-0 or 1"-0 aggregate base	DOCUMENTARY		
6.	Modify asphalt content in mix	DOCUMENTARY		

PRICE AGREEMENTS

	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
ammer Minimum	LS	100	100	-
ket/day for weigh memo	DOCUMENTARY			
em No. 13 Unit to CY measure	CY	2300	2480	+8%
sed to backfill wet spots in existing grade.				
either 3/4"-0 or 1"-0 aggregate	DOCUMENTARY			
t content in mix	DOCUMENTARY			

8 6 P 5

102

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

May 14, 1979

In Reply Refer to
File No.:

Mr. Phil Dewey
Columbia County Surveyor
Courthouse
St. Helens, OR 97051

Re: Oak Ranch Creek Bridge
Nehalem Highway
Columbia County

Dear Sir:

Attached please find a reproducible map covering the above survey for filing in your records. This map submittal is a result of ORS 209.250 and is intended to cover the State's requirements as outlined in the statute.

To save duplication of public records, the field notes and original map are on file in Salem and any further information regarding the survey may be obtained from that office.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

Attachment

ELH/cr
bc Road Design Section

Versteeg
Anderson
Christensen
Olson
Sullivan
Tarpin
Truax
Wakering

RECEIVED
MAY 15 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring
Action

8685

J

April 23, 1979

Coast Marine Construction, Inc.
P. O. Box 4506
Portland, OR 97208

Gentlemen:

Time Extension Request
Oak Ranch Creek Bridge
Contract No. 8685
FAP No. BRS-133(2)

In response to your request, and after careful review, an extension of six calendar days is granted in which to complete the above project. This added time is granted due to the increased quantities of work done under Bid Item Nos. 8, 9 and 20.

This will eliminate all liquidated damages on this project.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:fr ji

bc: Ed Hardt
John Howard
FHWA

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 17, 1979

FILE: CON 5 #8685

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Oak Ranch Creek Bridge
Contract No. 8685
FAP No. BRS-133(2)

The contractor on the above project, Coast Marine Construction, Incorporated, has requested a six calendar day time extension and bases his request on quantity overruns and extra work.

Significant bid item overruns were as follows:

Bid Item	Plan	Final	Overrun Percent
No. 8 Emb. in Place	2,685 c.y.	4,766 c.y.	78%
No. 9 Toe Trench Exc.	260 c.y.	460 c.y.	77%
No. 20 Loose Rip Rap	103 c.y.	218 c.y.	112%

While the total quantities involved are relatively small, these items of work were critical to the progress of the project. The contractor worked 14 days on bid item No. 8; five days on bid item No. 9, three of which were concurrent with work on item No. 8, for a net of two days; and four days on item No. 20, one of which was concurrent with work on item No. 8, for a net of three days. Prorating the productivity on these items indicates that the quantity overruns required eight additional workdays, or 10 additional calendar days; (8-1) (1.4), since the contractor actually worked one Saturday on item No. 8.

The extra work, for which the contractor requested additional time, was performed when time was not being charged and therefore is not an appropriate request.

It is therefore recommended that the requested extension of six calendar days be granted.

This is a Federal Aid project and FHWA concurrence will not be required.

A rough draft response to the contractor is attached.

RECEIVED
STATE HWY ENGR
APR 19 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OBJ:fr
Att.
cc: Ed Hardt
John Howard

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 3-26, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of Calendar days ~~workdays~~ from 180 days to 186 days, within which to complete our Contract No. 8685, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Additional time needed for overrun in bid items 8, 9 and 20 and work done on Extra Work Order #1.

Respectfully submitted,

Coast Marine Construction
Contractor

By John K Keiser

CONSENT OF SURETY

Date March 26, 1979, 19

We, ST. PAUL FIRE & MARINE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact, John C. Beeson

(SEAL)

Non-Resident Agent, John C. Beeson

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8685 Contractor Coast Marine Construction Inc.

Highway Nehalem

Section Oak Ranch Creek Bridge

Kind of Work Grading-Paving-Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Six calendar days granted due to the increased quantities of work done under Bid Item Nos. 8, 9 and 20.

Recommended for Approval:

Division Engineer

O. B. Jackman
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8685

Project designation BRS - 113(2)
State-Federal

Date awarded Feb 27, 1978

Work started April 14, 1978

Per cent completed 100% 9/28/78
Date

No. of ~~Workdays~~ Calendar days Allowed 180

No. of ~~Workdays~~ Calendar days Used 186

No. of Added Workdays Requested 6

[illegible]

86-5 8

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Oak Ranch Creek Bridge	WEEK ENDING: March 10, 1979
		SECTION PREFIX 105-1082
	HIGHWAY Nehalem	COUNTY Columbia
NAME OF JOB Oak Ranch Creek Bridge	KIND OF WORK Grading-Paving-Structures	
CONTRACTOR Coast Marine Construction Co.	CONTRACT NUMBER 8685	FEDERAL AID PROJECT NUMBER BRS-133(2)
DATE OF CONTRACT February 27, 1978	DATE WORK STARTED April 14, 1978	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: X 4 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 186
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 103
PROJECT AUTHORIZATION: $ 225,665.70		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
EXCLUSIVE OF ENGINEERING: $ 207,771.50	ENGINEERING AUTHORIZATION $ 17,894.20	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 219, 198	ENGINEERING COST TO DATE $ 32,000	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 5.5 %	PERCENT OF AUTHORIZATION 178 %	September 28, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2685	4530			850
TOTAL QUANTITIES CORRECTED TO DATE	4765	5360			930
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4765	5360			930
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Guardrail post punch

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Overcast rain	0		
MONDAY 5	Overcast showers	0		
TUESDAY 6	Scattered	0		
WEDNESDAY 7	Clear	0		
THURSDAY 8	Clear	0		
FRIDAY 9	Clear	0		
SATURDAY 10	Forecast clear	0		

RECEIVED
MAR 12 1979
CONSTRUCTION BRANCH
Kessey Jackmond Hopkins Williams Johnson Glenn
Richards Berg Inloes Widmer Gebauer Church

GE AL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY 7	Remove and reset posts in left side of bridge. Bolt up rail to structure Install 20 site posts Remove GM rail from site
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: This completes work on this project.

THIS IS THE CONCLUDING REPORT

SIGNED J. D. Howard LOCATION Portland
JOHN D. HOWARD

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

867

Consent Calendar
16 (b)

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 31, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Oak Ranch Creek Bridge
Contract No. 8685

This grading, paving and structure project is now complete except for minor adjustment work. An overrun of $26,293.30, or 11.7 percent is now apparent.

The contract called for a slight realignment of the roadway at each end of the new structure. The amount of embankment and related items had been underestimated and the embankment item alone overran by $10,404. Engineering was another major overrun item. The project was located 40 miles from the resident engineer's office, resulting in greater than normal amount of travel time. Also, the contractor's personnel were inexperienced in this type of work and required more engineering and inspection than usual.

Your approval of a $26,293.30 increase in project authorization to a new total of $251,959 is requested. This is a federal-aid project and the increased amount will be federal participating. This item will be on the consent calendar for your February 8 meeting.

OBJ:WR:mk

bc F. B. Klaboe
C. W. Head
C. T. Keasey
E. L. Hardt
V. E. Skoog
George Bell

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8685

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Oak Ranch Creek Bridge Date January 16, 1979

Highway Nehalem Contract No. 8685

County Columbia Kind of Work Grading-Paving-Structure Contractor Coast Marine Construction, Inc.

	Authorized	Estimated
Contract Amount	$197,524.40	$216,586.00
Anticipated Items	1,300.00	500.00
Contingency (4½%)	8,947.10	1,473.00
Engineering	17,894.20	34,000.000
Credits		-600.00
PROJECT COST	225,665.70	251,959.00

NET INCREASE $ 26,293.30 OR 11.7 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
Embankment in place	(c)	23,829	10,404
Toe Trench Excavation	(c)	2,304	1,004
Aggregate Subbase	(c)	27,186	1,006
1"-0 Aggregate Base	(c)	17,271	4,946
Class "B" Asphalt	(c)	24,685	2,585
Loose riprap Class 100	(c)	3,931	2,077
Minor Drainage	(u)	1,283	1,283
Engineering	(c)	34,000	16,106

Principal reasons for overruns (Continue on reverse side): The preliminary survey was inaccurate-did not reflect job conditions and had to be repeated. Items such as embankment, excavation, subbase were increased and required additional inspection. The taper sections were not considered in the asphalt estimate

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by J. D. Howard
JOHN D. HOWARD Resident Engineer

Noted by O. B. Jackmond
For Construction or ~~Bridge~~ Engineer

Confirmed by Marion Croft
Regional Engineer

Noted by G. S. Coulter
Deputy or State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 31, 1979

FROM: O. B. Jackmond
Contract Admin. Engineer

O. B. Jackmond

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Authorization
Oak Ranch Creek Bridge
Contract No. 8685

The subject project is complete except for some adjustments to the guard rail and application of permanent striping. An overrun of $26,293.30 or 11.7% is now apparent.

The two major items causing the overrun are embankment in place and engineering. These items are expected to overrun the anticipated amounts by $10,404 and $16,106 respectively. The preliminary survey was inaccurate and had to be repeated. The embankment, excavation, subbase, and asphalt items were increased and additional engineering was expended in performing the survey. The project was located 40 miles from the resident's office and this contributed to the engineering overrun. Also, the contractor's personnel on the project were inexperienced in this type of work and required more engineering and inspection than normal.

An increase of $26,293.30 is recommended to a new total authorization of $251,959.

A rough draft letter to the Transportation Commission is attached.

OBJ:WR:mk

Attach.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-05 12-28-79

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN /OR AUTHORIZATION

FEDERAL AID PROJECT NO. BRS-133(2)

STATE JECT NO. See below

COUNTY NAME Columbia

PROGRAM NO.

ITEM NO. 80126

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Secondary 133
2-1-78	12-28-78	STATE ROUTE NUMBER	Secondary 102

GENERAL LOCATION:

Oak Ranch Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-28-78 letter I approve the program change on the subject project as follows:

Change Appropriation Code 115 with charges of $250,927 - Federal Funds $188,195

to Appropriation Code	115 -	$233,860.00	Federal Funds	$175,395.00
" "	118 -	17,067.00	" "	12,800.00
		$250,927.00		$188,195.00

NOTED
F. B. KLABOE

Swan
1-11

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-28-78	G. K.	for Division Administrator

FORM PR-1240 (REV. 8-78) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

X685 COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-112		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
MODIFICATION NUMBER 1	12-1-78	Project Number BRS-133(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 5, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 225,325	$ 250,927
Federal funds	$ 168,993	$ 188,195
Other revisions		

This modification is made for the following reasons:

To include an additional approved item and increase in bid quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of December, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Service Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon Nov. 24, 1978

Federal Aid Project
No. BRS-133(2)

Oak Ranch Creek Bridge
Nehalem Highway
Columbia County

Revised Project Agreement Estimate

Type Code X080
Structure, Br. #1748A (Sta. 362 + 95.32 to 374 + 64.79)

Subtotal of Previous Estimate of March 16, 1978				$198,524.40
Previous Estimate				
Embankment in Place	2,685	Cu. Yd.	5.00	$ 13,425.00
1"-0 Aggregate Base	1,450	Ton	8.50	12,325.00
Class "B" Asphalt Concrete	850	Ton	26.00	22,100.00
Loose Riprap, Class 100	103	Cu. Yd.	18.00	1,854.00
				$ 49,704.00
Revised Estimate				
Embankment in Place	4,289	Cu. Yd.	5.00	$ 21,445.00
1"-0 Aggregate Base	2,032	Cu. Yd.	8.50	17,272.00
Class "B" Asphalt Concrete	950	Ton	26.00	24,700.00
Loose Riprap, Class 100	220	Cu. Yd.	18.00	3,960.00
EW01 Install 6" Perforated Drain Pipe	All Required			2,000.00
				$ 69,377.00
	Increase			19,673.00
	Subtotal			218,197.40
	Engineering			32,729.60
	Subtotal			$250,927.00

Length of Structure. 0.013

Federal Funds (75%)	$188,195
State Funds	62,732
TOTAL	$250,927

Group 1 - 100%
Contract No. 8685
Prefix 105-1082

Oak Ranch Creek Bridge
(Non Participating-State Work)

State Responsibility for Damages	All Required	$ 200.00

8685

STATE COPY 8

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
4-42

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

4-5-78

Oregon
County: Columbia
Project No.: BRS-133(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oak Ranch Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-78	0.013
OTHER *(Specify)*		

FUNDS Pro rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 225,325.00	$ 168,993.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E L Hunter
Technical Services Engineer
(Title)
By H S Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator: APR 5 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 16, 1978

Federal Aid Project
No. BRS-133(2)

Oak Ranch Creek Bridge
Nehalem Highway
Columbia County

Project agreement estimate.

Type Code X080
Structure, Br. #1748A (Sta. 362+95.35 to Sta. 374+64.79)

Mobilization	All Required		$ 12,490.00
Temporary Protection and Direction of Traffic	All Required		500.00
Temporary Signs	100 Sq.Ft.	7.00	700.00
Temporary Continous Rail Traffic Barriers, Reflectorized	500 Lin.Ft.	5.00	2,500.00
Temporary Guard Rail, Type 1	50 Lin.Ft.	5.00	250.00
Flagmen	160 Hour	17.00	2,720.00
Clearing and Grubbing	All Required		5,000.00
Embankment in Place	2,685 Cu.Yd.	5.00	13,425.00
Toe Trench Excavation	260 Cu.Yd.	5.00	1,300.00
Roadway Removal Excavation	300 Cu.Yd.	4.00	1,200.00
Finishing Roadbed and Slopes	All Required		1,000.00
Watering	110 M-Gal.	12.50	1,375.00
Aggregate Subbase	3,080 Ton	8.50	26,180.00
1"-0 Aggregate Base	1,450 Ton	8.50	12,325.00
Class "B" Asphalt Concrete	850 Ton	26.00	22,100.00
Guard Rail, Type 2A	300 Lin.Ft.	8.50	2,550.00
Guard Rail, Type 3	100 Lin.Ft.	17.50	1,750.00
Guard Rail Anchors, Type 1	4 Each	250.00	1,000.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Loose Riprap, Class 100	103 Cu.Yd.	18.00	1,854.00
Loose Riprap, Class 700	520 Cu.Yd.	18.00	9,360.00
Fiber Filter	5,600 Sq.Ft.	0.35	1,960.00
Delineators	20 Each	15.00	300.00
Bridge Removal Work	All Required		7,812.00
Structure Excavation	30 Cu.Yd.	10.00	300.00
Furnish 10 X 42 Steel Piling	420 Lin.Ft.	7.62	3,200.40

Drive Steel Piles	14 Each	219.00	3,066.00
Splice Steel Piles	2 Each	250.00	500.00
Structural Concrete, Class 3300 (85 Cy.)	All Required		13,600.00
4' X 70'/75' Prestressed Slabs	9 Each	3,682.00	33,128.00
Reinforcement (6,500 lb.)	All Required		2,025.00
Reinforced Concrete Bridge End Panels	162 Sq.Yd.	49.50	8,019.00
Asphalt Membrane	250 Sq.Yd.	14.50	3,625.00
			$197,524.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 500.00
Temporary Erosion Control (E.W.)	All Required	500.00
		$ 1,000.00
	Subtotal	$198,524.40
	Engineering	26,800.60
	Total	$225,325.00

Length of Structure - - - - - - - - - - - 0.013 mile

Work Retained in Program Status
(not included in amounts below)

Seeding and Mulching	All Required	$ 100.00

Federal Funds (75%)	$168,993
State Funds	56,332
Total	$225,325

Group 1 100%

Contract No. 8685

Prefix 105-1082

OAK RANCH CREEK BRIDGE
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 200.00

8685 105

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon
March 28, 1978

FILE:

John Howard

FROM: JOHN HOWARD

TO: FLOYD SCOTT

SUBJECT: Oak Ranch Creek Section
Contract No. 8685
R/W File No. 49791

Prefix 105-1082-900

On the attached right of way map shown in red is additional right of way needed for toe trench construction. We have discussed this with Ken Rolfe who recommended our receiving a permanent slope easement.

Please prepare a description of this parcel and send it to Mr. Rolfe's office so they can include it in their negotiations with Mr. Peterson.

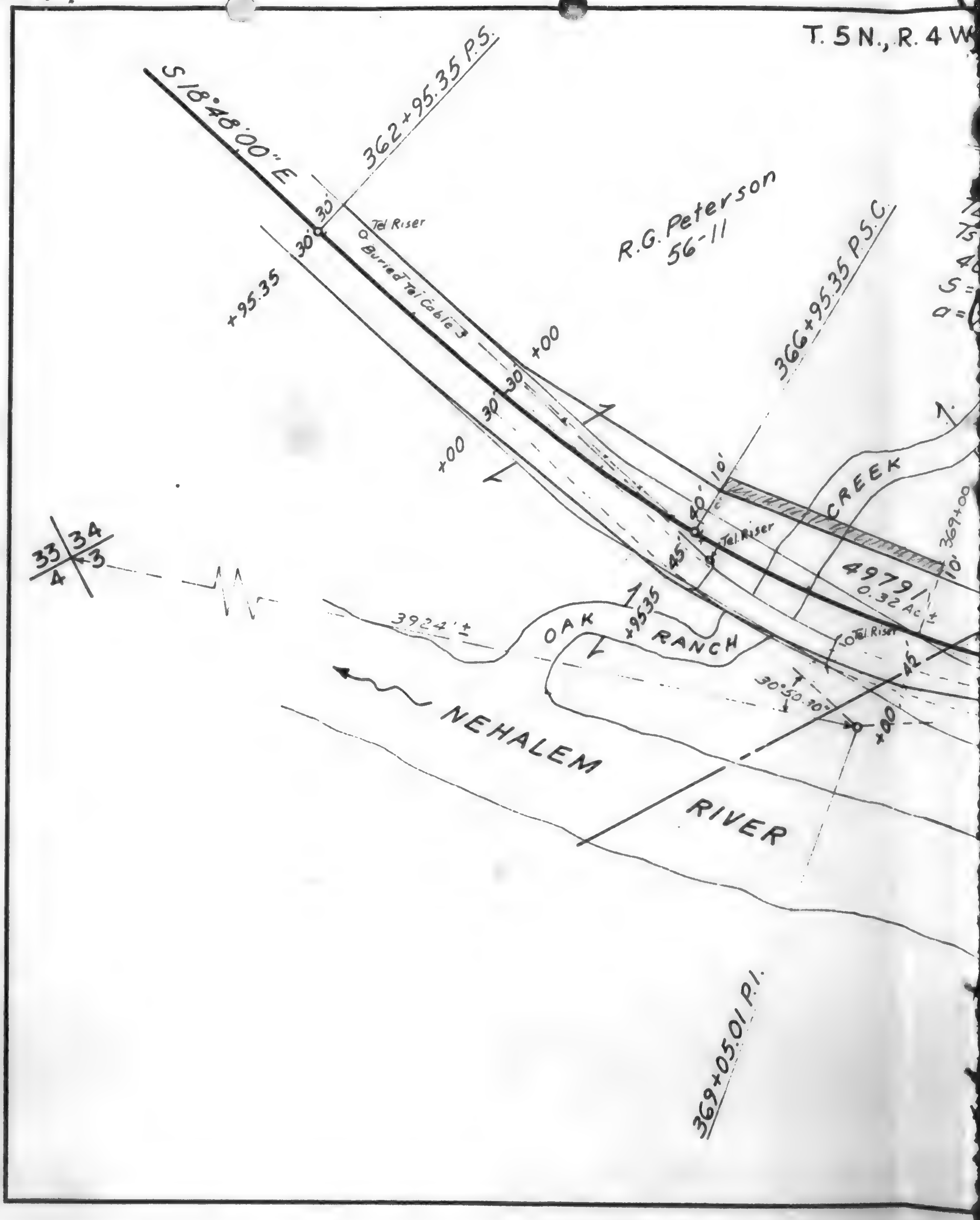
b
Attachment
cc: M. Craft
Ken Rolfe

___Versteeg___
___Christensen___
___George___
___Olson___
___Terpin___
___Sullivan___
I Scott ✓
___Savage___

RECEIVED
MAR 30 1978
ENGINEERING SECTION

___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

Rev. Desc. to R/W 3-31-78


T. 5 N., R. 4 W
S 18°48'00" E
362+95.35 P.S.
30'
30'
Tel Riser
Buried Tel Cable 3
+95.35
R. G. Peterson
56-11
366+95.35 P.S.C.
+00
30'
30'
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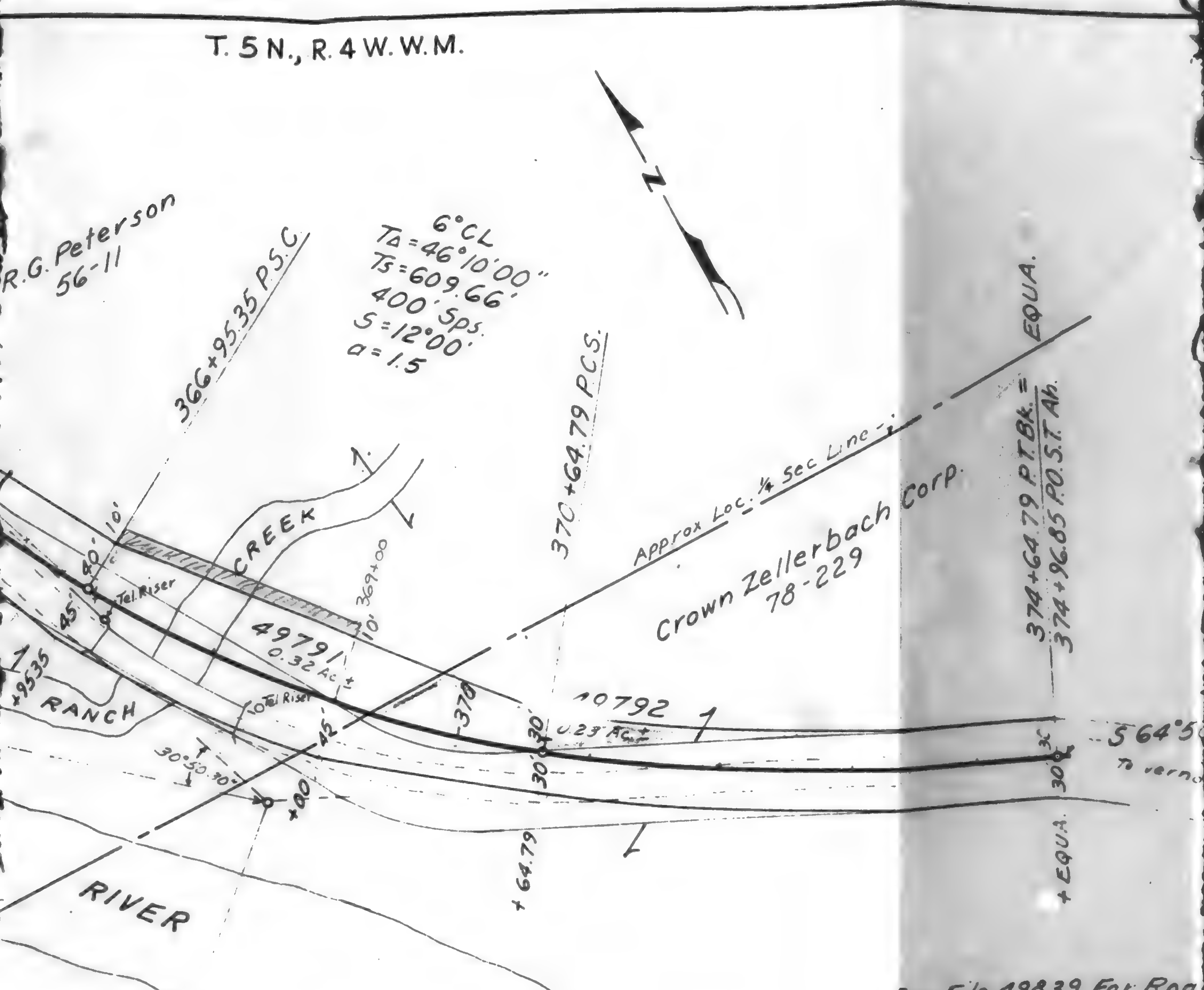
1
1
CREEK
10'
40'
45'
Tel Riser
49791
0.32 Ac ±
10'
369+00
33
34
4
3
3924' ±
OAK
RANCH
+95.35
1
Tel Riser
45'
30°50'30"
+00
NEHALEM
RIVER
369+05.01 P.I.

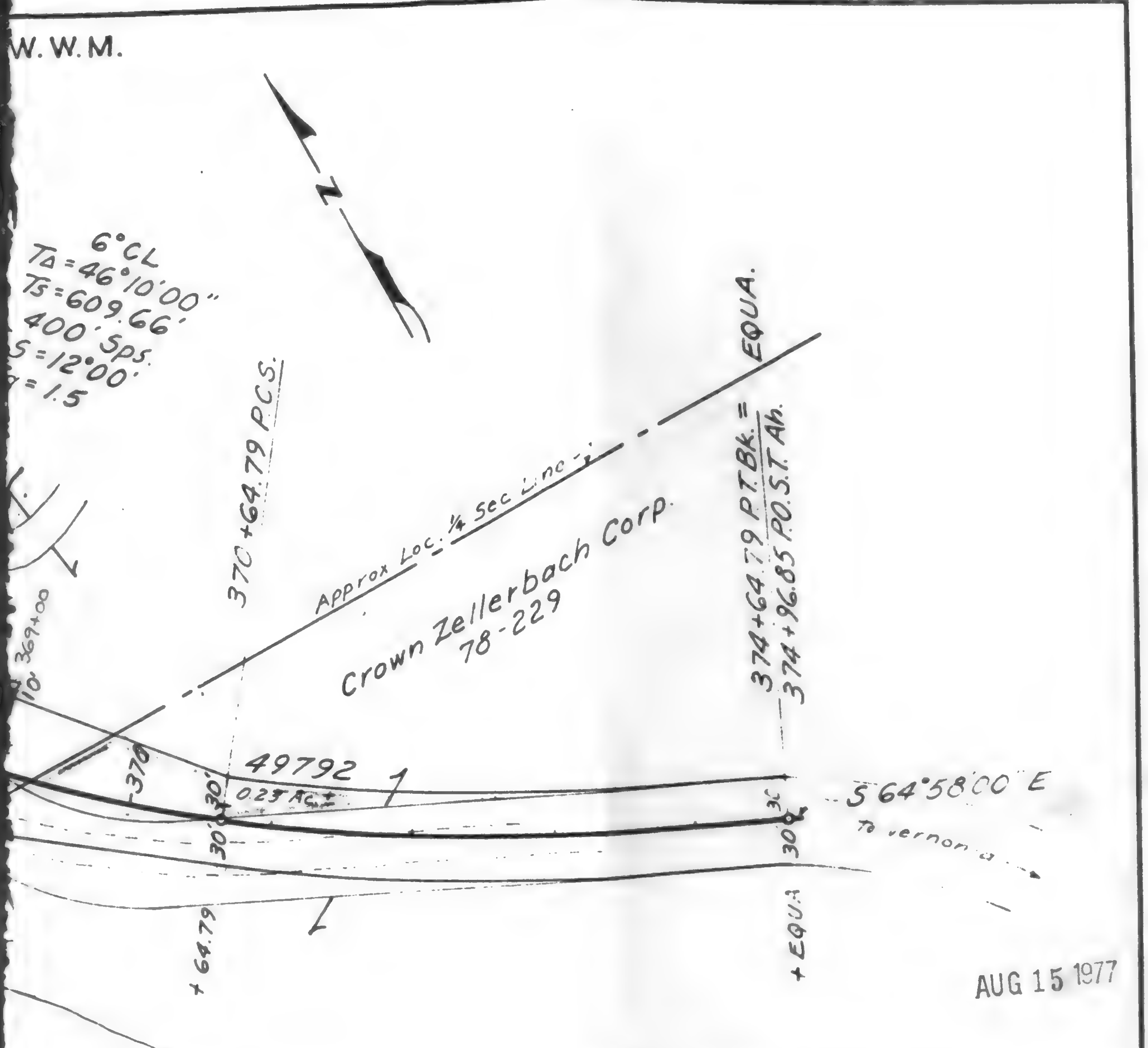


See File 49839 For Roa
Establishment Docume

Bearing Basis - 1932 Coa

OREGON STATE HIGHWAY		
From	As Shown	
For	RW	
Highway	Nehalem	
County	Columbia	
Scale 1" = 100'	Date	

Br. Drg. No. 32842 IR



AUG 15 1977

See File 49839 For Road Establishment Documents

Bearing Basis - 1932 County Survey

OREGON STATE HIGHWAY DEPARTMENT	
From	As Shown
For	RW
Highway	Nehalem
County	Columbia
Scale 1" = 100'	Date Aug., 1977

Br. Drg. No. 32842 1R-4-644

8685

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 15, 1978

Coast Marine Construction, Inc.
P. O. Box 4306
Portland, OR 97208

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8685 for work on the Oak Ranch Creek Bridge Section of the Nehalem Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

Bosson & Company
250 Central Bldg.
Seattle, WA 98104

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Ed Hardt
John D. Howard

COAST
MARINE
CONSTRUCTION, INC. Environmental Systems — Ecological Methods — General Contracting
1050 N. RIVER ST.
P.O. BOX 4506
PORTLAND, OREGON 97208
(503) 281-5233

March 9, 1978

Department of Transportation
Transportation Building
Salem, Oregon, 97310

Attention: Mr. C.W. Head, Commission Services

Gentlemen:

We are returning two copies of the contract on the Oak Ranch Creek Bridge Section of the Nehalem Highway in Columbia County, which have been signed on the contract and bond pages.

We have retained the "Advance Copy" for our files.

Very truly yours,

COAST MARINE CONSTRUCTION, INC.

John K. Keiser

John K. Keiser
Vice President

JKK:djh
Encl.

NOTED
C. W. HEAD

RECEIVED
MAR 10 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#8685

8

March 10, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Membranes - Oregon Project BRS-133(2)
Oak Ranch Creek Bridge
Columbia County
Your File HBR-OR

Although our original letter to you concerning the use of salt by State Forces in the vicinity of the Oak Ranch Creek structure in Columbia County is correct, a waterproof membrane will be added to its design.

Our maintenance forces are yearly reducing the use of salt; however, in some areas it is still the only efficient material available to provide a safe roadway. We must also recognize that counties and cities may be utilizing salt, which could be carried to our bridge decks by vehicles.

I would concur that at such time as all agencies are committed to not using salt, waterproof membranes should be provided on all our structures.

Very truly yours,

E. S. Hunter
Technical Services Engineer

bc F. B. Klaboe
H. S. Coulter
R. L. Schroeder
J. H. Versteeg (enc.)
Walt Hart

RLS:ji ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: February 6, 1978

In reply refer to: HBR-OR

SUBJECT: Membranes - Oregon Project BRS-133(2)
Oak Ranch Creek Bridge
Columbia County

FROM: G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO: Mr. F. B.Klaboe, Chief of Operations
Oregon Department of Transportation
Salem, Oregon

We have reviewed a letter from Mr. Hart dated January 13 indicating that you do not intend to use salt on the Oak Ranch Creek structure and, therefore, do not propose a membrane. We understand, however, that you do now intend to protect this structure with a membrane. In view of the fact that you are still purchasing salt in your maintenance operation and this area has ice and snow frequently, we feel a membrane is warranted.

New or reconstructed reinforced concrete bridge decks on all Federal-aid projects must be protected when de-icing chemicals are used according to FHPM 6-7-2-7. If, however, you intend to adopt a long-lasting policy of not using salt, we would appreciate your informing us of same. The notice should indicate in what areas you intend to initiate the policy.

Please keep in mind while forming such a policy that research has shown that salt application is cumulative in its destructive effect on concrete bridge decks and freshwater flushing does not eliminate salt that has already permeated the concrete. Some membranes add very little to the cost of the structure.

For G. L. Green

cc:
W. Hart (Structures)
H. S. Coulter (State Hwy. Engr.)

cy 2-13-78

MAINTENANCE ENGINEER
RECEIVED
FEB 13 1978
☑ ME ☐ AME ☐ AME ☒ OE ☐ AG
☐ BME ☐ SME ☐ AA ☐ FILE ☐ TA

RECEIVED
TECHNICAL SERVICES
FEB 8 '78
REFER TO 2-13-78 Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

RECEIVED
DOT OPERATIONS
FEB 7 '78
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8685

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
John D. Howard
Don Trout
SAIF
Fran

February 28, 1978

Coast Marine Construction, Inc.
P. O. Box 4306
Portland, OR 97208

Gentlemen:

The Oregon Transportation Commission on February 27 accepted your proposal for work on the Oak Ranch Creek Bridge Section of the Nehalem Highway in Columbia County for the sum of $197,524.40 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8685.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 11, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8685 8

Salem, Oregon
February 21, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 23 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened February 23 on the following projects:

1. Corvallis-Newport Highway at SW 53rd Street
   Benton County
   Grading, Paving, Signals

   Grading incidental to overlay and signal installation.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oak Ranch Creek Bridge
   Nehalem Highway, Columbia County
   Structure Replacement

   4-foot shoulders provided on structure and approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Canaan Road-Bennett Road
   Columbia River Highway, Columbia County
   Grading, Paving

   Variable 4-foot to 8-foot shoulders except in curbed area. This project will be striped and signed as a Class III bikeway.

4. Canyon Creek (NW 3rd Avenue) Bridge
   John Day City Street, Grant County
   Grading, Paving, Structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chaper 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Grants Pass-New Hope Road
   Jacksonville Highway, Josephine County
   Grading, Paving

   4.5-foot PCC sidewalks and 6-foot Class III bikeways will be provided on this project.

6. Pacific Highway West at 5th Avenue
   City of Eugene, Lane County
   Traffic Signals

   Same as No. 1.

7. Cox Creek-Elm Street
   Albany-Junction City Highway, Linn County
   Grading, Paving

   Existing Class III bikeway to be replaced in kind.

8. Burns Junction Rock Production, Malheur County
   Rock Production

   Same as No. 1.

9. Hillsboro-Silverton Highway at Oregon Way
   City of Woodburn, Marion County

   4-foot shoulders to be provided on this project.

10. 12th Street SE at Madrona Avenue SE
    City of Salem, Marion County
    Traffic Signals

    Same as No. 1.

11. Broadway Bridge (West Approaches)
City of Portland, Multnomah County
Deck Surfacing

Same as No. 1.

12. East Burnside Street Undercrossing
East Portland Freeway, Multnomah County
Grading, Paving, Structure

12-foot Class II bikeway on structure; 12-foot sidewalk/bikeway on Burnside; 10-foot bikeway along freeway will be provided on this project.

13. SW 29th Street to Pendleton-John Day Highway
City of Pendleton, Umatilla County
Grading, Paving

4-foot sidewalks to be provided on this project.

DES:JP

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8685

2-1-78

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
B -133(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80126

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B.KLABOE
Chief of Operations, DOT
State of Oregon
Salem, Oregon

RECEIVED
DOT OPERATIONS
MAR 1 '78
REFER TO
FOR

Info	Inves	R/C	I/R	Sign	Act	File

DATE PS & E APPROVED
2-1-78

DATE AUTHORIZATION EFFECTIVE
2-1-78

FEDERAL ROUTE NUMBER
Secondary 133

STATE ROUTE NUMBER
Secondary 102

GENERAL LOCATION:
"Oak Ranch Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:
Grade, pave and Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☒ xxx OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. F. C. Lowe dated 1-24-78 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

As requested in Mr. Swan's 1-30-78 letter youare authorized to proceed with action necessary to advance to completion the physical construction provided for by the above project as a total estimated cost of $237,267, Federal funds $177,950 in accordance with the provisions of your approved Secondary Road Plan.. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

Swan
3-1

DATE
2-1-78

SIGNATURE OF APPROVING OFFICIAL
G. K. H[illegible]

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8685

102

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/24/78
Donald L Rout

2-23-78
~~9-22-77~~ Bid Letting ______ All Clear Deadline

SECTION OAK RANCH CREEK BRIDGE
Highway Nehalem
County Columbia Region M
Type of Work Structure Funds ~~[illegible]~~ SBRP
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☒	☒	☒	Stream involvement will be covered by Permit.
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☐	☒	☒	☒	☒	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

8685

102

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 29, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Oak Ranch Creek Bridge
Nehalem Highway
Columbia County

TO: MEMO TO THE FILES

McEldowney's letter was discussed with Ed Hardt. There is no advantage to the State to remove trees and construct channel change. Area is outside of the right-of-way, and is downstream from new structure on revised alignment. If it is later determined that the work is required, it could be performed under construction.

Contractor and property owner can make their own agreement as to using the owner's brush pile for disposal of brush and stumps. State does not have easement or right-of-way outside of the construction area.

Division of State Lands permit cleared 10/7/77. 404 permit applied for 7/11/77 and cleared 8/25/77. Neither permit covers the additional area.

Fish and Wildlife would have to be consulted to clear the channel change.

This project is presently scheduled for the February 23, 1978, bid letting. Right-of-way for the proposed project is cleared. No changes will be made to the proposed project at this time.

DOC:ab
cc: E. L. Hardt
J. B. Boyd
L. K. Watson

RECEIVED
DEC 30 1977
ENGINEERING SECTION

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

Trout
☐
Do Not File
Return To
Bring Up __/__/__
Action

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202

DATE December 22, 1977

TO LYLE WATSON
Design Team Supervisor
DOT - Salem

FROM MG McEldowney
Marvin G. McEldowney
Senior Acquisition Agent
Milwaukie

SUBJECT File 49791-Peterson
Oak Ranch Creek Bridge
Nehalem Highway
Columbia County

REFERRED TO
Board
Dorn
Cole
Sample
Eriksen
✓ Watson LW.
Hager
Leu
[✓ Return] [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 27 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Attached is a map showing the confluence of Oak Ranch Creek. It shows the creek is trying to change and has cut south behind three large Alder trees. These trees are leaning to the north, as are the three which have kept the creek from cutting through to the river. The map shows two trees which fell into the creek in the last month. Also shown is the creeks attempt to undermine the highway at Station 366+95.35.

Mr. Peterson would like the State to cut through the 10 to 15 foot dike and to remove the few trees. He is willing to grant the State a permit to do the work for gratis due to the mutual benefit.

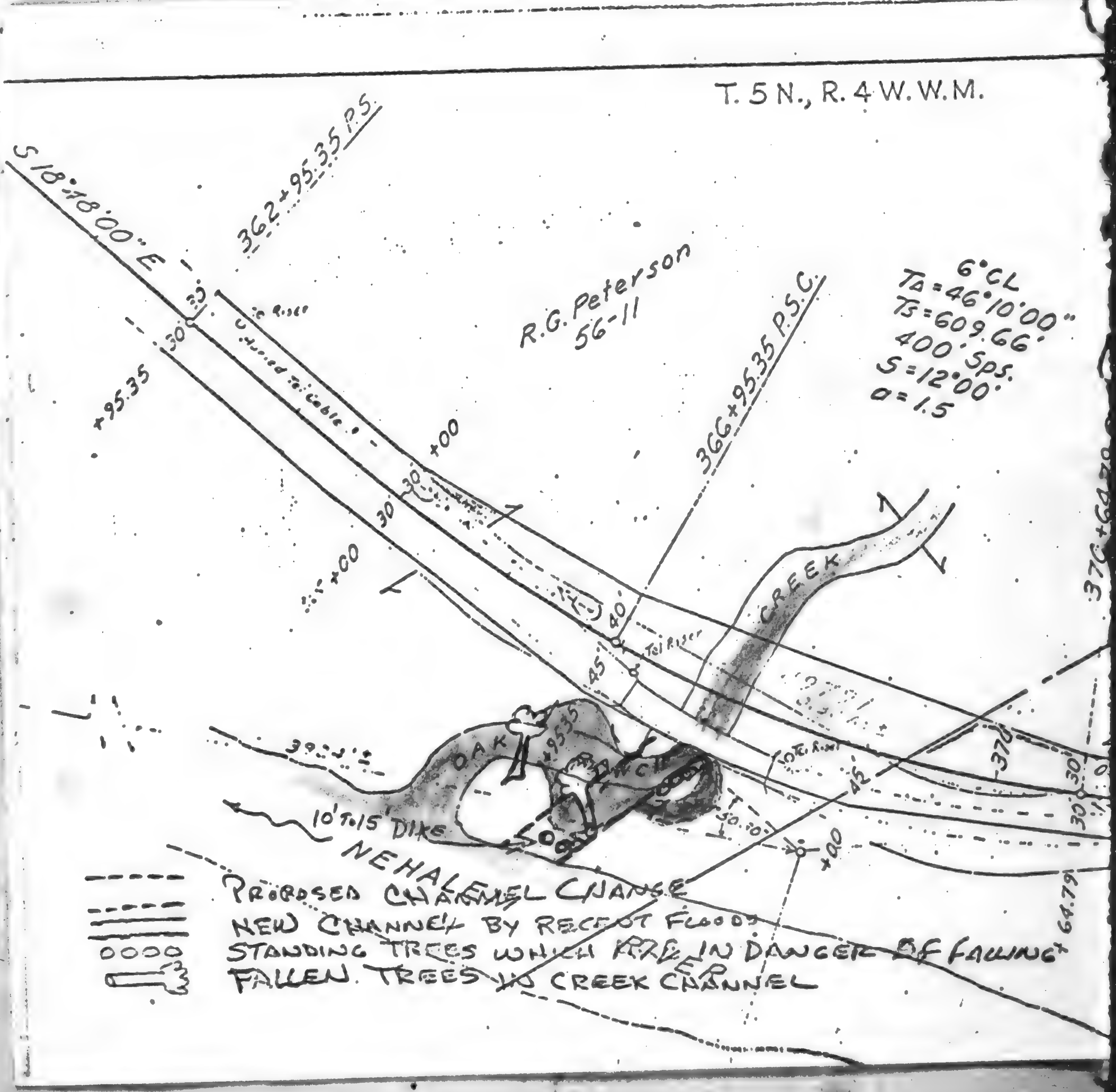
I plan to take an option which would allow the State to do the work if desired, but which does not obligate the State to do so.

Mr. Peterson is willing to let the contractor dump stump and brush on his brush piles if the contractor will assist him in burning when burning permits are available.

This will be the third bridge that Mr. Peterson has seen built at this location, and from all indications, he will probably put more time in on the job than the contractor.

MGM:kf

cc J.B. Boyd
E. Hardt


T. 5 N., R. 4 W. W.M.
S18°78'00"E
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R.G. Peterson
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366+95.35 P.S.C.
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TS=609.66'
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+95.35
+00
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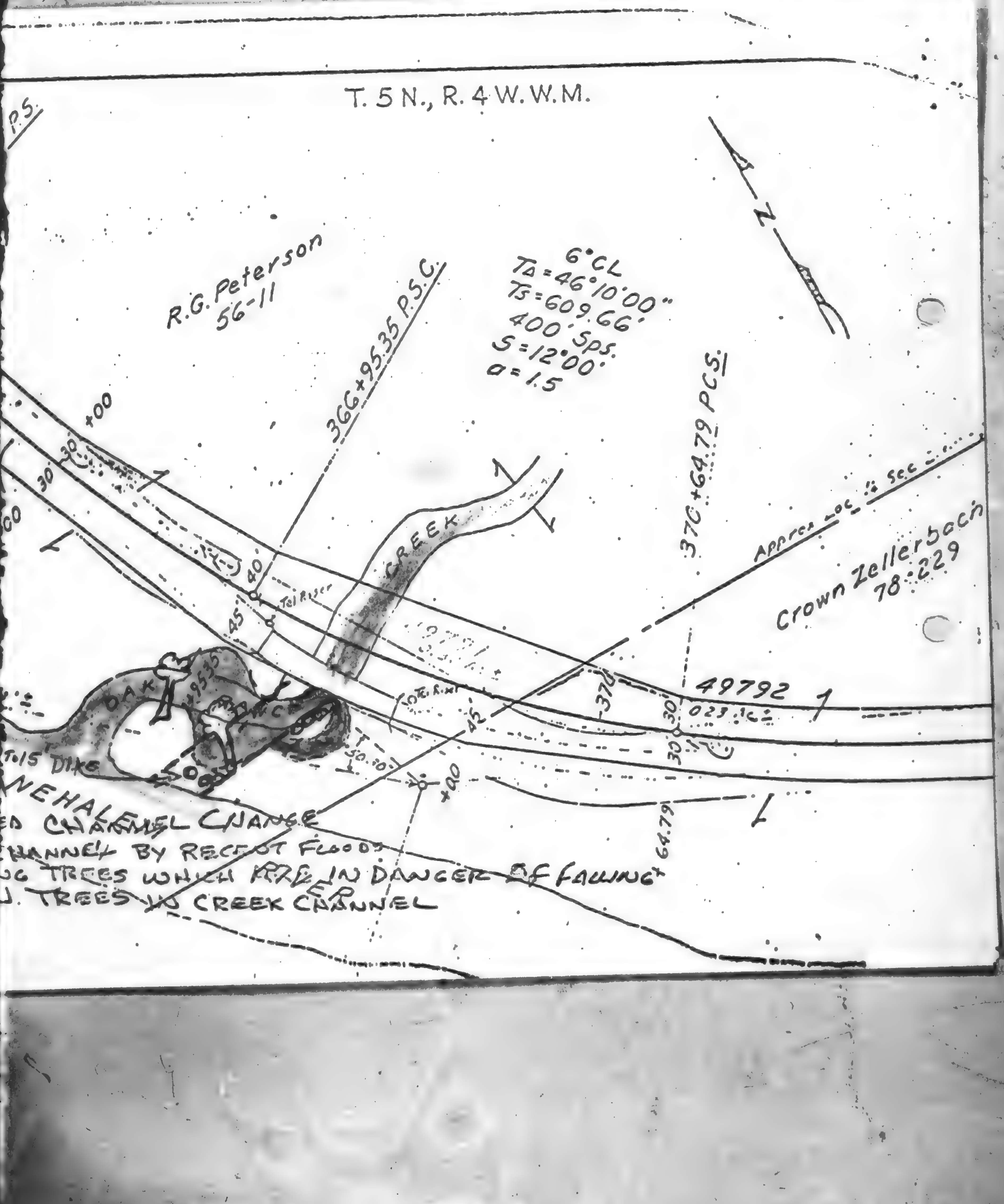
Tel Riser
OAK RANCH
+95.35
10' To 15' DIKE
NEHALEM RIVER
370
370+64.79
+64.79
PROPOSED CHANNEL CHANGE
NEW CHANNEL BY RECENT FLOODS
0000 STANDING TREES WHICH ARE IN DANGER OF FALLING
FALLEN TREES IN CREEK CHANNEL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NG TREES WHICH ARE IN DANGER OF FALLING
N. TREES IN CREEK CHANNEL

8685

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem 97310

August 30, 1977

FILE:

FROM: Rod Henry
Chief Right of Way Agent

TO: MEMO TO FILE

SUBJECT: Oak Ranch Creek Bridge
Nehalem Highway
Columbia County

NOTED
E. S. HUNTER

On August 19 the Economic Development Administration informed us that this project would not qualify for EDA funds.

The Right of Way Section has stopped all activity on this project and will take no further action until it has been reconfirmed that the project will be reactivated with other funds.

RH:ha

cc: Ed Hunter ✓
J. H. Versteeg
Dick Unrein
Ken Rolfe

NOTED
J. H. VERSTEEG

RECEIVED
TECHNICAL SERVICES

AUG 31 '77

REFER TO

FOR

Info	Inves	R/D	[illegible]	Ren	Act	File

8685

J

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 24, 1977

Jim Boyd
Civil Rights Section
Economic Development Administration
1700 West Lake Avenue, North
Seattle, WA 98109

NOTED
E. S. HUNTER

Dear Mr. Boyd:

Your recent telephone conversation questioned the ratio of female employees in the Oregon Department of Transportation and you asked for information on specific actions and goals planned for improving the ratio of female employment.

This information is applicable to the following EDA/LPW Round II project applications:

Project #	Project	ODOT #
OR-5036-0	Willamette River Overflow Bridge Albany-Junction City Highway	B-1
OR-5037-0	Willamette Overflow Bridge Albany-Junction City Highway	B-2
OR-5039-0	Bear Creek Bridge Coquille-Bandon Highway	B-3
OR-5042-0	North Powder River Bridge Haines-Anthony Highway	B-5
OR-5044-0	Meadow Creek Bridge Ukiah-Hilgard Highway	B-7
--	Oak Ranch Creek Bridge Nehalem Highway	B-9
--	Deer Island Wayside Lower Columbia River Highway	B-13

RECEIVED
TECHNICAL SERVICES
AUG 25 '77
REFER TO
FOR

The following information is data from the Affirmative Action Plan we developed a short time ago for the Federal Highway Administration.

To comply with the Equal Employment Opportunity Act of 1972, various Executive Orders, Transmittal 202, Federal Aid Highway Program Manual and to assure support of the Governor's formal and continuing program of affirmative action to achieve appropriate distribution of minority and female employees at all levels and in all phases of the Department's activities and programs.

Listed below are the numbers needed to bring minority workforce population to state levels in the employee classification categories:

Officials & Managers	3
Professionals	22
Technicians	8
Protective Service	0
Paraprofessionals	0
Office & Clerical	8
Skilled Craft	25
Service Maintenance	10
Others	0
Total	76

Our objectives are to increase the total percentage of minority employees in the Department to equal the state's minority working force as shown above. No time table has been set for meeting these goals because of the financial situation the Department is involved in at the present time and the notice of termination of employment for several hundred Department employees (hopefully this will be achieved over a two year period). Increase women in nontraditional jobs by 8% of the total number of women presently employed per annum or as and when the openings occur.

We did achieve a statewide parity but as mentioned the terminations decreased our minority workforce from 5% to 3%.

The Affirmative Action Plan is being revised in October, 1977 for the Federal Highway Administration at which time we expect to be able to set goals, dates and time tables in fulfilling some of these objectives.

Sincerely,

James L Butler

James L. Butler,
Civil Rights Coordinator

8685

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-5868

August 19, 1977

Locator No: OR-5046-0

NOTED
H. S. COULTER

Mr. H. D. Moehring
Project Management Engineer
Oregon Department of Transportation
207 Transportation Building
Salem, Oregon 97310

Dear Mr. Moehring:

This is in reference to your application for Federal assistance under the Local Public Works Capital Development and Investment Act of 1976, as amended by the Public Works Employment Act of 1977 for a grant of $250,000 for the replacement of the Oak Ranch Creek Bridge on the Nehalem Highway which was received in this office on July 8, 1977.

We regret to inform you that your proposal does not meet the requirements of the Act and regulations issued thereunder for the following reason(s):

The Planning Target (Section 317.50 and 317.53, Federal Register, May 27, 1977) as established by the Economic Development Administration for the State of Oregon has been exhausted by projects with a higher priority.

Your application is therefore denied and all application materials are returned herewith.

With warm regards,

John D. Woodward
for C. Mark Smith
Regional Director

Enclosures

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
AUG 25 1977
File: PM FA
TAA ______ LG OP

CC: Klaboe
CC: Coulter
cy ~~Handt~~
Schroeder
8-31-77

8685

2

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: August 18, 1977

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Project No. BRS-133(-)
Oak Ranch Creek Br.
Columbia County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 1 : E. L. Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 8-18-77

8685 9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 11, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project BRS-133(-)
PROJECT ASSESSMENT
Oak Ranch Creek Bridge
Columbia County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's July 27, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a Non-Major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

CC:
ODOT (Laux)
" (Potter)
OSHD (Region 1)

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to

8685

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 11, 1977

Mr. C. Mark Smith, Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

Attention Mr. Ken Goddard

Dear Mr. Smith:

Your office telephoned August 10, 1977 and questioned several items on Page 6 of Form ED-101 LPW-S on several of our Round II EDA applications.

Line 4 represents our total construction engineering and inspection costs for performing this work with our engineering forces. We do not make a distinction between construction engineering administration and staking costs and inspection costs in our estimates or project-billing records.

Line 9 is in error and should be zero. The amount shown should be added to line 8b.

The above items pertain to the following Round II applications:

Project	ODOT Number	Cost
Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000
Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000
Bear Creek Bridge Coquille-Bandon Highway	B-3	$210,000
North Powder River Bridge Haines-Anthony Highway	B-5	$165,000

Mr. C. Mark Smith
Page two
August 11, 1977

Project	ODOT Number	Cost
Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000
Oak Ranch Creek Bridge Nehalem Highway	B-9	$250,000
Deer Island Wayside Lower Columbia River Highway	B-13	$50,000

If you have any further questions, please write or call at (503) 378-6563.

Very truly yours,

ORIGINAL [illegible]
D. H. [illegible]

D. H. Moehring
Project Management Engineer

bc: F. B. Klaboe
E. S. Hunter

RU:dpy

RECEIVED
TECHNICAL SERVICES
AUG 11 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8685

102

Salem, Oregon
July 25, 1977

J. N. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Engineer
BUILDING

49791 - Peterson et al
49792 - Crown Zellerbach Corp.
Oak Ranch Creek Bridge Section
Nehalem Highway
Columbia County

Attached are 2 descriptions and an authorization covering temporary detour easements for the subject project, which is to be contracted soon.

Also attached are your signed Permits of Entry from the same two owners, which were used as a guide for the final description.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

8685

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 7, 1977

Mr. C. Mark Smith
Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

C. S. HUNTER

Dear Mr. Smith:

Herewith is an original and two copies each of completed application forms for the following projects for which we request Federal Assistance under Round II of the Local Public Works Capital Development and Investment Act of 1977:

Project	ODOT Number	Cost	Governor's Priority
Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000	7
Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000	8
Bear Creek Bridge Coquille-Bandon Highway	B-3	$210,000	11
North Powder River Bridge Haines-Anthony Highway	B-5	$165,000	14
Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000	16
Oak Ranch Creek Bridge Nehalem Highway	B-9	$250,000	18

These projects are new applications in lieu of pending Round I applications and are on Governor Straub's EDA Priority List.

These projects will directly benefit or provide employment for umemployed persons within the project area. The Oregon Department of Transportation assures you that on-site labor can begin within 90 days of project approval.

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Bridge
Vers[illegible]
7-8-77

We hereby certify that a copy of each full application has been submitted to the appropriate A-95 Clearinghouses and State Historic Preservation Officer.

If you have any questions please write or call me at (503) 378-6563.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

for D. H. Moehring
Project Management Engineer

DHM:dmc

bc: F. B. Klaboe
E. S. Hunter
Regions 1, 2, 3 & 5

8695

B-9

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon State Highway Division

PROJECT TITLE: Oak Ranch Creek Bridge

DATE: July 6, 1977

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTED
H.S. COULTER

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7706 [illegible] 98

This number should used on all
ticularly on
OMB A-98.

RECEIVED
STATE HWY ENGR
JUL 20 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

chments, if any, must accompany
cy as required by OMB A-95.
viewing agencies must also be

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd

J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: 2
District Engineer: 2

Paul Hartwig, Parks
B. L. Gifford

PNRS #2

8-9

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

JUN 2

RECEIVED
JUN 27 1977
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7706 2 980 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By M. E. Stone

B-9

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

JUL - 1 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7706 2 980 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please coordinate this project with our district fishery biologist, Warren Knispel, at Seaside. His office phone number is 738-7066.

Agency Fish & Wildlife By William E. Pitney

ENVIRONMENTAL MANAGEMENT SECTION

B-9

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7706 2 980 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

archeological (X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Oak Ranch Creek Bridge

Columbia County

Highway Division contacts inform us that the Oak Ranch Creek structure is a timber stringer bridge constructed in 1932. Examples of the type are comparatively plentiful in the state at this time.

Prior to any ground disturbing activities the bridge area should be surveyed by professional competent in the fields of history and archeology.

Agency SHPO By

(#2) 8685

ODOT B-9

8

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 22, 1977

TO
Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental Council
P.O. Box 488
Cannon Beach, OR 97110

FROM
D. E. Swan
Federal Aid Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Oak Ranch Creek Bridge
Highway: Nehalem Highway
County: Columbia

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 22, 1977.

BLG:dmc

Attachment

cc:
G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: J. Sheldrake
District Engineer: E. L. Everton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENG
JUN 22 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ODOT B-9

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT: State Highway Division [45 — 46] DIVISION: Department of Transportation [79

03 12] APPLICANT ADDRESS — STREET: 207 Transportation Bldg. [45 — 46] CITY: Salem [60 — 76] ZIP: 97310 [80

04 12] CONTACT PERSON: D. H. Moehring [45 — 46] AREA CODE: 503 [48 — 49] PHONE: 378 [55 — 56] EXTENSION: 6563 [59

01 12] PROJECT TITLE: Oak Ranch Creek Bridge Nehalem Highway [71

11 12] PROJECT LOCATION—CITY: - — PROJECT LOCATION—COUNTY: Columbia — PROJECT LOCATION SEC: T: R: [79

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 12] Replacement of deficient bridge over Oak Ranch Creek on the Nehalem Highway [71

06 12] 7 miles north of Vernonia. [71

07 12] [71

08 12] [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
250,000	-	-	-	-	250,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title I, Public Works Employment Act of 1977 [71

15 12] FEDERAL AGENCY NAME: U.S. Dept. of Commerce [45 — 46] FEDERAL SUB-AGENCY NAME: Economic Development Administration [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 22, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: July [42 — 43] DAY: 22 [44 — 45] YEAR: 1977 [46

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

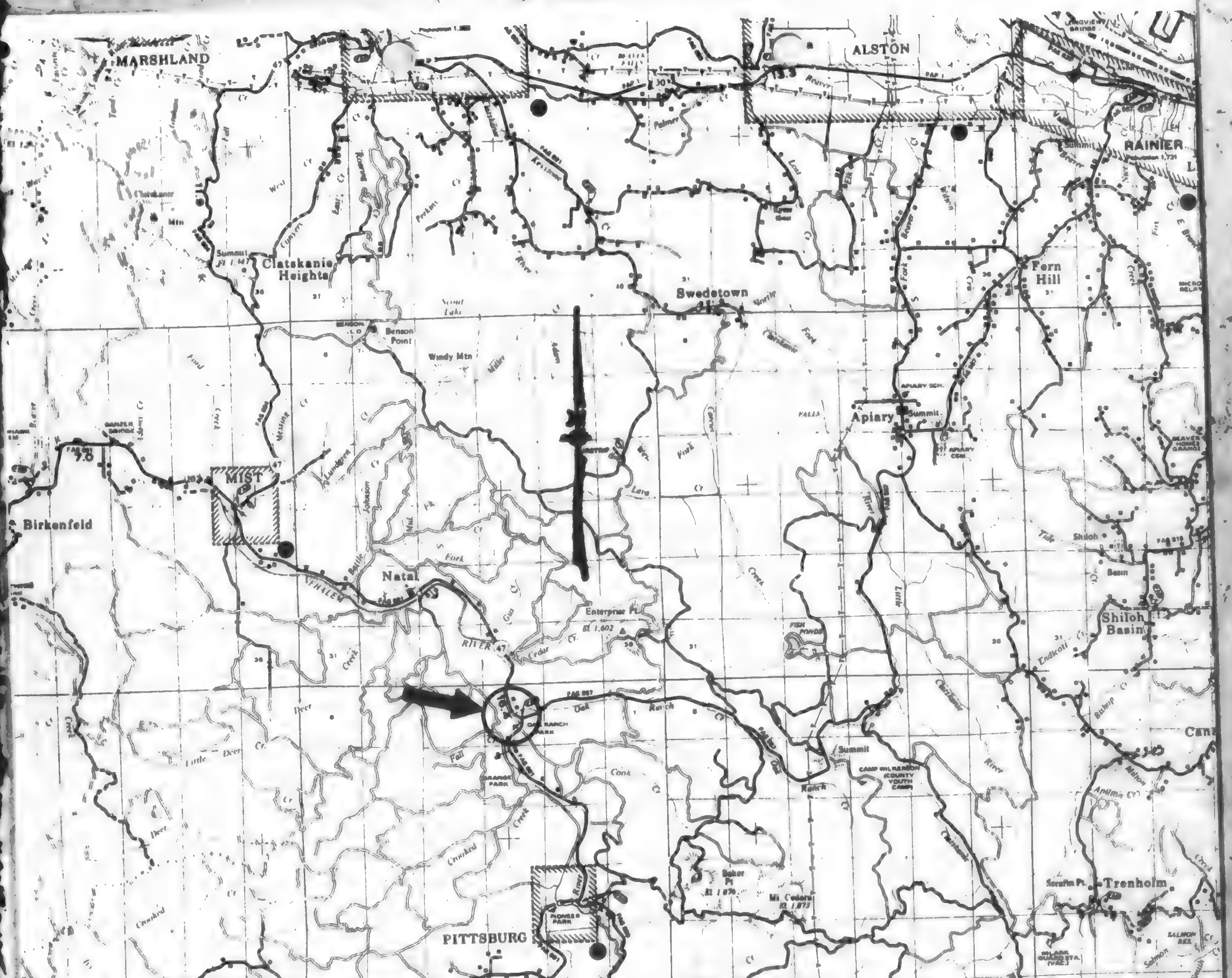
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of nonmajor environmental impact under Oregon's Action Plan.



SITE PLAN
ODOT # B-9
Oak Ranch Creek Bridge
Nehalem Highway
Columbia County

8686 Canaan Rd.-Bennett Rd. Sec. 1978
of the Columbia River Hwy.
(Paving)

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-828

8686

3

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

2-25-8

REGION NO. 10	REPORT NO. 2	COUNTY Columbia	DIVISION Oregon
DATE OF REPORT 2-25-80	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-1(2)
COMPLETION DATE 10-3-78	ACCEPTANCE DATE BY CONTRACT AGENCY 5-21-79	TIME ELAPSED 116	CONTRACT TIME 175 C.D.
APPROVED EXTENSIONS None	LOCATION US 30, 0.2 mile So. of NCL (St Helens), N. 5.3 mi.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CANAAN RD - BENNETT RD
COLUMBIA RIVER HWY
Paving

RECEIVED
STATE HWY ENGR
FEB 28 '80
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

2-28
cf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field ... G. K. Hossner	
TITLE Area Engineer	DATE 2-26-80	TITLE Field Operations Engineer	DATE 2-26-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8686

May 29, 1979

Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

On May 23, 1979, we wrote to you concerning release of final payment on Contract No. 8686 awarded to Babler Bros., Inc., for paving on the Canaan Road-Bennett Road Section of the Columbia River Highway in Columbia County.

Final payment on this contract is $2,020.80 and the total contract amount is $765,264.61. No work was performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc C. T. Keasey
Walt Hart
Ed Hardt

8686 8

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Canaan Rd. - Bennett Rd.

WEEK ENDING: December 1, 1978

SECTION PREFIX: 5-1083

HIGHWAY: Columbia River Highway

COUNTY: Columbia

NAME OF JOB: Canaan RD. - Bennett Rd.

KIND OF WORK: Paving

CONTRACTOR: Babler Bros., Inc.

CONTRACT NUMBER: 8686

FEDERAL AID PROJECT NUMBER: F-1(2)

DATE OF CONTRACT: February 27, 1978

DATE WORK STARTED: June 15, 1978

ESTIMATED COMPLETION DATE: October 3, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 175

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 203

PERCENT OF TIME ELAPSED: 116%

PROJECT AUTHORIZATION: $ 937,679.12

EXCLUSIVE OF ENGINEERING: $ 863,325.71

ENGINEERING AUTHORIZATION: $ 74,353.41

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 877,825.71

ENGINEERING COST TO DATE: $ 70,918.93

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ . . . . . . 2 %

PERCENT OF AUTHORIZATION . . . . 95 %

DATE PROJECT WAS COMPLETED: October 3, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
November SUNDAY 26	Overcast	0		
MONDAY 27	Cloudy	0		
TUESDAY 28	Rain	0		
WEDNESDAY 29	Rain	0		
THURSDAY 30	Rain	0		
FRIDAY 24	Clear	0		
SATURDAY 25	Overcast	0		

RECEIVED
DEC 4 1978
CONSTRUCTION BRANCH

Kessey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	"
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	"

REMARKS

Contract work is completed.

SIGNED Jane K. Farcaste LOCATION Portland
For: Paul R. Barnhart

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8686

Form 81-731-1160 (Rev. 5-73)

RECEIVED 1-P8
MAY 15 1979 9-N
CONTRACT PAYMENTS

OREGON STATE HIGHWAY DIVISION

Adjustment ~~Price Agreement~~

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Canaan Rd. - Bennett Rd.
Date November 21, 1978

Highway Columbia River Highway
Contract No. 8686

County Columbia
Prefix 5-1083

Contractor Babler Brothers, Inc
F. A. Project No. F-1(2)

Address 4617 S.E. Milwaukie Ave. ,Portland, Ore. 97202
Price Agreement No. 5

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Price Agreement for Price Adjustment of out of Specification AC Mix: Gradation, ~~Cement Content~~ ,And Compaction

Locations by station numbers: Through out Project

Names of pay items, estimated quantities and agreed prices:

6002 Lump Sum Price Reduction ~~Adjustment of~~ Non Specification AC ~~Gradation of~~ Mix BI # 15 $3772.80
" " " " " " " ~~Cement Content BI # 16 $ 420.80~~
6003 " " " " " " " AC Compaction ~~of Mix~~ BI # 15 $ 158.40

Total ~~Adjustment~~ Reduction ~~$4352.00~~ $3,931.20

Specifications, basis of measurement and other provisions:
Standard Specifications for Highway Construction Oregon _ 1974, Supplemental Standard Specifications, and Special Provisions of the Contract

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $839,317.68
Present estimate of project cost, including $~~4352.00~~ 3931.20 for work under this order $834,965.68
Expected under-run over-run (amount) . . . . . . $
Expected under-run over-run (per cent) . . . . . .

Space to right of this line is for use of Salem Office

Submitted by Paul R. Barnhart Resident Engineer
Paul R. Barnhart

Signed .... Contractor

Approval Recommended: .... Division Engineer

4/14/79 Approval Recommended: Approval Recommended McGee Construction Engineer or Bridge Engineer

Approved: O. B. Jackmond For Assistant State Highway Engineer
5-14-79
DV 5-15-79

SP-78003-734

8686.

ROBERT W STRAUB

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
NOV 1 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE: October 17, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-1(2)

Contract 8686, Work Completed 10/3/78
Project Canaan Rd.-Bennett Rd.
Highway Columbia River
County Columbia

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10/11/78

G. K. Hossner
G. L. Green
Division Administrator

NOTED
H.S. COULTER

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
OCT 31 1978
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlow
Widmer
Gebauer
Church

STATE COPY

cc: State (H. S. Coulter

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Columbia	DIVISION Oregon

IN COMPANY WITH Carl Williams, Constr., Engr., Marion Craft, Reg. Constr. Engr., and Paul Barnhart, Res. Engr., OSHD

DATE OF INSPECTION 10-11-78	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. F-1(2)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK See Below	TIME ELAPSED 116 %	WORK COMPLETED 100 %

RECEIVED
STATE HWY ENGR
OCT 18 '78
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

10-18-78
cy Keasey

CANAAN RD.-BENNETT RD.
COLUMBIA RIVER HWY.
Paving

Work completed under this project consisted of paving 8.23 miles of the Lower Columbia River Highway and minor grading, drainage, and A.C. paving at three locations to provide a 16 ft. left turn median lane. Only that work in the vicinity of the left-turn lanes was constructed using FA funds.

A contract in the amount of $809,149. was awarded Babler Bros, Inc., Portland, Oregon, on 2-27-78. Work began on 6-15-78 and was completed in reasonably close conformance with the approved plans and specifications on 10-3-78 at a final estimated cost of $834,463.37, which included approximately $68,000 for Engineering, $3,216.90 for approved changes, and $1,450. for work completed by State Forces. The final estimated cost of the FA portion of the work is $141,129.54 as compared to the authorized amount of $146,724.

A total of 203 days were used as compared to the 175 days specified. Liquidated damages in the amount of $2,800 has been assessed accordingly. The contractor is not expected to request an extension of contract time.

Based on the results of this inspection, acceptance of the contract work is recommended.

Project records indicate that a considerable amount of the asphalt pavement failed to fully comply with the gradation requirements of the specifications. A price agreement covering an assessment of liquidated damages for the non-specification material is currently being prepared in accordance with approved procedures.

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8686

STATE OF ORE ON

INT FFICE MEMO

2W

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

DATE: June 13, 1978

TO: E. L. Hardt
Region 1 Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Preliminary Sign Plans
Canaan Road-Bennett Road Section
[redacted]
Columbia County
Contract 8686

Attached are four copies of our sign study plans showing proposed sign installations and revisions on the above-named project.

The Resident Engineer has requested that this office prepare sign plans. From the plans, he will determine if the permanent signing is to be done by the contractor or State Forces.

Please review these plans in the usual manner and give us your comments and recommendations. No revisions are made in the destinations, so we will not ask for a city or county plan review.

May we have your reply by June 26 to enable completion of the plans at an early date.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

ELS:ds
Attachments

cc: D. R. Adams w/attachment
D. O. Christensen w/attachment
F. T. Lacey w/attachment
W. W. Geibel w/attachment
Paul Barnhart w/attachment

REFERRED TO
2 Beard WGB Stoudenmeyer
Cole Sample
Eriksen 1 Watson RW
Hager Dorn Leu
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
I Christensen Don
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 14 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-135-1337

8686

STATE COPY 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-36	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-5-78	ite Oregon County Columbia Project No. F-1(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30, 0.2 mi. S of NCL (St. Helens), N. 5.3 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-5-77	0.76
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-78	0.76
OTHER *(Specify)*		

FUNDS

Pro-rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 179,550	$ 154,053

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Technical Services Engineer
(Title)
By
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For G. L. Green
Date executed by Division Administrator APR 5 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

egon State Highway Division
lem, Oregon, March 29, 1978

Federal Aid Project
No. F-1(2)

NAAN ROAD - BENNETT ROAD SECTION
LUMBIA RIVER HIGHWAY
LUMBIA COUNTY

oject Agreement Estimate.

pe Code P.E.

eliminary Engineering	All Required		$ 10,000.00

ype Code Y008
oadway (Sta. 294+50 to Sta. 306+10)(Sta. 544+75 to Sta. 555+15)
(Sta. 564+70 to Sta. 582+85)

obilization	All Required	(20%)	$ 10,000.00
emporary Protection and Direction of Traffic	All Required	(40%)	4,000.00
emporary Signs	350 Sq. Ft.	$ 5.00	1,750.00
emporary Barricades	10 Each	50.00	500.00
emporary Plastic Safety, Markers	13 Each	30.00	390.00
lagmen	800 Hour	5.00	4,000.00
ilot Car	100 Hour	10.00	1,000.00
learing and Grubbing	All Required	(20%)	1,000.00
emoval of Structures and Obstructions	All Required	(10%)	1,500.00
eneral Excavation	952 Cu. Yd.	7.00	6,664.00
rench Excavation	28 Cu. Yd.	20.00	560.00
atering	22 M-Gal.	10.00	220.00
ggregate Base	1,200 Ton	5.00	6,000.00
lass "B" Asphalt Concrete Mixture	7,530 Ton	8.00	60,240.00
sphalt Cement in Mixture	490 Ton	80.00	39,200.00
sphalt in Tack Coat	4 Ton	150.00	600.00
2-inch Sewer Pipe	76 Lin. Ft.	15.00	1,140.00
8-inch Culvert Pipe	8 Lin. Ft.	25.00	200.00
Extra for Pipe Under Pavement	50 Lin. Ft.	10.00	500.00
Concrete Inlets, Type G-1	1 Each	400.00	400.00
Guard Rail, Type 2A	150 Lin. Ft.	9.00	1,350.00

Guard Rail Anchors, Type 1	4 Each	250.00	1,000.00
Rail End Pieces, Type C	4 Each	110.00	440.00
Extra for Asphalt Approaches	25 Each	150.00	3,750.00
Delineators	20 Each	16.00	320.00
			$146,724.00

Anticipated Items		
Permanent Pavement Striping (S.F.)(19%)	All Required	$ 1,140.00
Temporary Pavement Striping (S.F.)(19%)	All Required	1,140.00
Temporary Erosion Control (E.W.)(19%)	All Required	380.00
		$ 2,660.00

Subtotal	$149,384.00
Engineering	20,166.00
Total	$169,550.00

Length of Project - - - - - - - - - - - - 0.00 Mile

Work Retained in Program Status
(Not included in amounts below)

Permanent Signing (19%)	All Required	$ 190.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 8,580.00	$ 1,420.00
Roadway	169,550.00	145,473.00	24,077.00
Total	$179,550.00	$154,053.00	$25,497.00

Group 1 19%; Group 9 81%
Contract No. 8686
Prefix: 5-1083
Prefix: 5-1933

CANAAN ROAD - BENNETT ROAD SECTION
(Nonparticipating - State work)

Mobilization	All	Required	(80%)	$ 40,000.00
Temporary Protection and Direction of Traffic	All	Required	(60%)	6,000.00
Temporary Signs	470	Sq. Ft.	5.00	2,350.00
Temporary Barricades	20	Each	50.00	1,000.00
Temporary Plastic Safety, Markers	17	Each	30.00	510.00
Flagmen	1,200	Hour	5.00	6,000.00
Pilot Car	400	Hour	10.00	4,000.00
Clearing and Grubbing	All	Required	(80%)	4,000.00
Removal of Structures and Obstructions	All	Required	(90%)	13,500.00
General Excavation	425	Cu. Yd.	7.00	2,975.00
Watering	38	M-Gal.	10.00	380.00
Preparation of Shoulders	0.45	Mile	2,000.00	900.00
Aggregate Base	2,080	Ton	5.00	10,400.00
Class "B" Asphalt Concrete Mixture	38,040	Ton	8.00	304,320.00
Asphalt Cement in Mixture	2,470	Ton	80.00	197,600.00
Asphalt in Tack Coat	33	Ton	150.00	4,950.00
Asphalt-Rubber Chip Seal	735	Sq. Yd.	20.00	14,700.00
Guard Rail, Type 2A	1,050	Lin. Ft.	9.00	9,450.00
Guard Rail, Type 3	150	Lin. Ft.	18.00	2,700.00
Guard Rail Anchors, Type 1	16	Each	250.00	4,000.00
Extra for Guard Rail Bridge Connections	6	Each	250.00	1,500.00
Rail End Pieces, Type C	16	Each	110.00	1,760.00
Extra for Asphalt Approaches	143	Each	150.00	21,450.00
Delineators	130	Each	16.00	2,080.00
Adjusting Manholes	9	Each	150.00	1,350.00
Adjusting Inlets	20	Each	200.00	4,000.00
Setting Mailbox Posts	22	Each	25.00	500.00
				$662,425.00

CANAAN ROAD - BENNETT ROAD SECTION (cont'd)
(Nonparticipating - State work)

Anticipated Items			
Permanent Signing (81%)	All Required		$ 810.00
Permanent Pavement Striping (81%)	All Required		4,860.00
Temporary Pavement Striping (81%)	All Required		4,860.00
Temporary Erosion Control (81%)	All Required		1,620.00
State Responsibility for Damages (100%)	All Required		1,000.00
Furnish Mailbox Posts	10 Each	$ 50.00	500.00
Drainage Barrier for Asphalt-Rubber Chip Seal	All Required		500.00
			$ 14,150.00
	Subtotal		$676,575.00
	Engineering		91,337.00
	Total		$767,912.00

8686 9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 23, 1978

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8686 for paving on the Canaan Road-Bennett Road Section of the Columbia River Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Seaboard Surety Company
90 William Street
New York, NY 10038

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Paul Barnhart

KL&K Associates Inc.

503/231-6570
Lloyd Five Hundred Building
500 N.E. Multnomah Street
Suite 1262
Portland, Oregon 97232

March 3, 1978

Mr. Cecil W. Head
Commission Services, Dept. of Transportation
104 Transportation Building
Salem, Oregon 97310

Re: Contract No. 8686, Columbia River Highway, Canaan Rd.
Bennett Rd. - Paving
Contractor - Babler Bros., Inc.

Dear Mr. Head:

Enclosed are executed contract documents containing the required performance bonds for the above referenced project.

Very truly yours,

K L & K ASSOCIATES, INC.

Gail Custer

Gail Custer

/gc

Encls.

cc: Ray Richards,
Babler Bros, Inc.
4617 S.W. Milwaukie
Portland, Oregon 97202

NOTED
C. W. HEAD

RECEIVED
MAR 6 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 9, 1978

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

RECEIVED
MAR 13 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

3/13 called Sandra
4282

3-14 called Diane
Sandy will call
us when they
receive filing

Gentlemen:

On Contract No. 8686 awarded to you, the State Insurance Division has notified us that they cannot approve Gail A. Custer signing as Attorney-in-Fact for Seaboard Surety Company as there is no Power of Attorney on file for her.

We cannot accept a Power of Attorney sent to us. All our contracts are cleared through the Insurance Division as to authority of the Attorney-in-Fact.

Please ask Seaboard Surety Company to file a Power of Attorney for Gail A. Custer with the Insurance Division, 158 - 12th Street N.E., Salem, OR 97310. There is a registration fee of $5.

If they do not wish to file a Power of Attorney, please ask them to have someone sign who has proper authorization and return the two copies of this contract to our office (121 Transportation Bldg., Salem, OR 97310).

NOTED
C. W. HEAD

Very truly yours,

C. W. Head

C. W. Head
COMMISSION SERVICES

dda
Enclosures

Mar. 10, 1978

Cece,

You should receive the enclosed contracts Mon., 3/13, by which time the Insurance Division should have received Gail A. Custer's filing and the required fee of $5.00. If you encounter any delays please phone me at 233-5536.

Thanks,

Ray

R. A. Richards

8686

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Paul Barnhart
SAIF
Fran

February 28, 1978

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

Gentlemen:

The Oregon Transportation Commission on February 27, 1978, accepted your proposal for paving on the Canaan Road-Bennett Road Section of the Columbia River Highway in Columbia County for the sum of $809,149 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8686.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 11, 1978.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8686

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 5-1431

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 21, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: E. L. Hardt
Region 1 Engineer

SUBJECT: Canaan Road-Bennett Road Sec.
Lower Columbia River Highway
Columbia County

NOTED
E. S. HUNTE

Attached is a letter from L. E. George dated February 10, 1978, concerning the width of travel lanes at the left-turn locations on the subject project.

As bids on this project will be opened on February 23, 1978, please take the necessary action to provide for 12' travel lanes at all left-turn refuges.

Four foot shoulders should be maintained through the left-turn refuges if at all possible so that a continuous bikeway can be maintained through the entire length of the project.

DOC:jh
cc: C. T. Keasey
Frank Terpin
A. D. Olson
Bob Ewen
Lyle Watson

RECEIVED
TECHNICAL SERVICES
MAR 10 '78
REFER TO
FOR

Info	Inve.	R/D	D/R	Sign	Act	File

PES PDE TSE SPC
ODOT - METRO
FEB 27 1978
PPS

cc H[redacted] w/attachment

Max: For your Info.

K

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Head of Engineering

DATE: February 10, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Canaan Road-Bennett Road Section
Lower Columbia River Hwy., No. 2W
M.P. 26.08 to M.P. 34.31
Columbia County

Attention: Lyle Watson

We have reviewed the subject plans and offer the following recommendations.

The plans show seven locations where left-turn refuges are to be installed. All seven locations are shown to have 11 foot travel lanes and 14 foot median for left-turn lanes. After reviewing traffic volumes, turning movements, prevailing speeds, and related factors, it was our opinion that the 11 foot travel lanes would not be acceptable at these locations.

These locations have posted speeds ranging from 40 to 55 MPH and ADT's ranging from 5,000 to 11,000 vehicles per day. The percentage of heavy vehicles is approximately 11 percent and the left-turning movements range from 3 percent of the approach traffic at the "E" Street location to 16 percent at Canaan Road. With these volumes, high speeds and the large percentage of heavy vehicles, it is our opinion that the lane widths should not be compromised to widths less than 12 feet. A minimum of 12 feet should be provided for all lanes at these locations.

L. E. George
Traffic Engineer Supervisor

DW:rw

REFERRED TO
___Beard___ ___Dorn___
___Cole___ ___Sample___
___Eriksen___ 1 Watson LW
___Hager___ ___Lau___
Return Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

1 Versteeg___
2 Christensen Dx
___George___
3 Olson WP
___Terpin___
___Sullivan___
___Scott___
___Savage___

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FEB 13 1978
ENGINEERING SECTION

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81-125-1387

8686

9

Salem, Oregon
February 21, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 23 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened February 23 on the following projects:

1. Corvallis-Newport Highway at SW 53rd Street
   Benton County
   Grading, Paving, Signals

   Grading incidental to overlay and signal installation.

   > Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oak Ranch Creek Bridge
   Nehalem Highway, Columbia County
   Structure Replacement

   4-foot shoulders provided on structure and approaches.

   > Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Canaan Road-Bennett Road
   Columbia River Highway, Columbia County
   Grading, Paving

   > Variable 4-foot to 8-foot shoulders except in curbed area. This project will be striped and signed as a Class III bikeway.

4. Canyon Creek (NW 3rd Avenue) Bridge
   John Day City Street, Grant County
   Grading, Paving, Structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chaper 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Grants Pass-New Hope Road
   Jacksonville Highway, Josephine County
   Grading, Paving

   4.5-foot PCC sidewalks and 6-foot Class III bikeways will be provided on this project.

6. Pacific Highway West at 5th Avenue
   City of Eugene, Lane County
   Traffic Signals

   Same as No. 1.

7. Cox Creek-Elm Street
   Albany-Junction City Highway, Linn County
   Grading, Paving

   Existing Class III bikeway to be replaced in kind.

8. Burns Junction Rock Production, Malheur County
   Rock Production

   Same as No. 1.

9. Hillsboro-Silverton Highway at Oregon Way
   City of Woodburn, Marion County

   4-foot shoulders to be provided on this project.

10. 12th Street SE at Madrona Avenue SE
    City of Salem, Marion County
    Traffic Signals

    Same as No. 1.

11. Broadway Bridge (West Approaches)
    City of Portland, Multnomah County
    Deck Surfacing

    Same as No. 1.

12. East Burnside Street Undercrossing
    East Portland Freeway, Multnomah County
    Grading, Paving, Structure

    12-foot Class II bikeway on structure; 12-foot sidewalk/bikeway on Burnside; 10-foot bikeway along freeway will be provided on this project.

13. SW 29th Street to Pendleton-John Day Highway
    City of Pendleton, Umatilla County
    Grading, Paving

    4-foot sidewalks to be provided on this project.

DES:JP

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8686

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 2-1-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-1(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80056

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 2-1-78	DATE AUTHORIZATION EFFECTIVE 2-1-78	FEDERAL ROUTE NUMBER Primary 1 STATE ROUTE NUMBER Primary 1W

GENERAL LOCATION:

"Canaan Road - Bennett Road Section"

GENERAL DESCRIPTION OF WORK:

Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify):

Permanent Pavement Striping (SF)	$1,140
Temporary Pavement Striping (SF)	1,140
Temporary Erosion Control (EW)	380

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1-30-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $201,162, Federal funds $172,511

A signed copy of the Title sheet is returned herewith.

Swan [illegible]
3-1

NOTED
B. KLABOE

DATE 2-1-78	SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

2W

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE.- Salem OR 97301

DATE: February 1, 1978

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No. F-1(-)
Canaan Road-Deer Island Road
McBride Creek-Bennet Road
Lower Columbia River Highway
Columbia County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's January 26, 1978 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G.K.
for
G. L. Green

cc:
Markham, Craig (Envir Planner, ODOT)
Hunter, E.S. (Mgr, Tech Svcs Br, ODOT)
Moehring, D. H. (Mgr, Proj Mgmt, ODOT)

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
E. L. Hardt
Bill Geibel
Dan Gano
Gerald Wimer
B. L. Gifford
R. N. Bothman
Jef Kaiser
Surfacing Design -Lab Bldg.

RECEIVED
FEB 13 1978
ENGINEERING SECTION

___ Versteeg ___
th copy Christensen ___
___ George ___
I Olson ___
___ Terpin ___
th copy Sullivan ___
2 Scott ___
___ Savage ___

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Form FHWA 121 (Rev. 5-73)

8686

UNITED STATES GOVERNMENT

Memorandum

DEPARTME OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Salem, OR

DATE: January 27, 1978

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No. F-1(-)
Canaan Road - Bennett Road Section
Columbia River Highway

FROM : W. N. Bryant

TO : File

On January 26, 1978, Lyle Watson, OSHD; Glen Hossner and myself discussed the typical section for the subject project. Because of the close proximity of the railroad, as well as other right-of-way problems, it was agreed that 11-foot travel lanes, 4-foot shoulders and a 14-foot wide median would be acceptable for the portions of the project where left turn lanes are to be provided.

W. N. Bryant

cc:
OSHD (L. Watson, Design Team Supervisor, Eng)

REFERRED TO
Board
Cole
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Please Do File Copy
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1 Versteeg ✓
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2W

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/27/78
Donald L Daust

2-23-78 Bid Letting ______ All Clear Deadline

SECTION CANAAN RD. ~~DEER ISLAND ROAD~~ BENNET RD.
Highway Lower Columbia
County Columbia Region M
Type of Work Lt Turn Channel (4) Funds FA COMB
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

5186

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Canaan Rd.-Deer Island Rd. McBride Creek-Bennet Rd.
County Columbia
Highway Lower Columbia River Hwy.
Termini: M.P.(if appl) 26.08-34.31
Region I

Date January 26, 1978
Unit (if appl) -
City Columbia County (Deer Island-Columbia City St. Helens-Warren)
State Hwy. No. 2W (US 30)
Length 5.9 mi. (overlay) & 7 interstns.
Construction Estimate $1,045,000 + $175,000
Program Amount $1,220,000

B. Purpose of Project: 1. To improve traffic operation and safety by providing left-turn channelization at seven intersections on the Lower Columbia Highway: n.-s. at Canaan Rd; E. Street; Deer Island Road; Vernonia Road-17th Avenue-Hospital Access; and Sykes Road. 2. To improve traffic operation and safety by providing new surface on the Lower Columbia Highway (US 30) from Bennet Road south of St. Helens to McBride Creek north of Columbia City and replacing guardrail where necessary.

C. Origin & History of Project:

The Lower Columbia Highway (US 30) is a high speed roadway with relatively frequent turning movements occurring at the intersections proposed for improvement. ODOT operations and local government requested the intersection projects. The Canaan Road-Deer Island Road intersection project was combined with the McBride Creek-Bennet Road overlay project and is scheduled for contract in February, 1978.

D. General Description of Project:

Widen the roadway at 5 separate locations to provide left-turn channelization at Canaan Road, E. Street, Deer Island Road, North Vernonia Road-17th Avenue-Hospital Access, and Sykes Avenue. The overlay section will be asphalt concrete for 5.9 miles, beginning at MP 26.08 north of Bennet Road (MP 25.80) and ending at McBride Creek at MP 31.99. Guard Rails will also be replaced where necessary. See Project Information Table.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2&4 ; Med. - ; Shldrs. varies 4 & 8'; Parking -
Proposed: No. Lanes 2&4 ; Med. Yes* ; Shldrs. 4 & 8'; Parking -

Traffic: Existing Facility: Existing ADT attached; Projected ADT - ; Yr. -
Existing Level of Service -

Proposed Facility: Projected ADT 16,000 - south 19,000 - Columbia Blvd 13,000 - north Yr. 1993
Projected Level of Service ______

*Turn refuges at various locations.

734-3953 (10-75)

PROJECT INFORMATION TABLE

Existing Highway

MilePost	Feature	Lanes	ADT	Comments
25.49	Church Road	2	8700	Not in project - 2 lanes
25.80	Bennet Road	2	-	Not in project - former south terminus
26.08	-	2	-	South Terminus,Overlay
26.95	Millard Road	2	9100 9300	-
27.53	McNulty Creek	2	-	-
27.69	Gable Road	2	10,500 11,100	-
27.88	Sykes Road	2	-	*Left turn channelization at intersection, 4' additional width required.
27.94	S. City limits, St. Helens	4	-	End 2 lane section, begin 4 lane sectio
28.44	Milton Creek	4	-	-
28.56	Columbia Blvd.	2	11,800 11,000	End 4 lane section, begin 2 lane sectio
28.93	hospital access	2	-	*Left turn channelization at intersection, 8' additional width required.
28.95	17th Avenue	2	-	*Left turn channelization at intersection, 8' additional width required.
29.10	N. Vernonia Road	2	7,100	*Left turn channelization at intersection, 8' additional width required.
29.41	Deer Island Road	2	7,400	*Left turn channelization at intersection, 2' additional width required.
29.85	-	4	-	End 2 lane section, begin 4 lane sec.
30.12	Harrie Creek	4	-	-
30.46	S. City limits, Columbia City	4	7,000	-
30.54	L. Street	4	6,600	-
30.65	-	2	-	End 4 lane sec., begin 2 lane section.
31.03	E. Street	2	6,100	*Left turn channelization at intersection, 8' additional width required.
31.99	McBride Creek	2	-	North Terminus, Overlay
33.76	-	2	7,400	
34.31	Canaan Road	2	-	*Left turn channelization at intersection, 12' additional width required.
36.54	Shiloh Basin Road	2	4,600	Not in project - 2 lanes

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels NA

Acres NA; Type of Relocation Req. NA; No. NA

Materials Source, Borrow, Waste Disposal Requirements, if any:

All surfacing material will be furnished by the contractor. Waste excavated material will become the property of the contractor and become his responsibility for use or disposal.

Type of Structure(s):

No new structures will be required.

Brief Description of River or Stream and Type of Involvement, if any:

No direct stream or river involvement, although the north terminus of the overlay is at McNulty Creek; the overlay would cross existing pavement over Milton, Harrie and McBride Creeks. No involvement or impact would result. A small pond and wetland located between the hospital grounds and highway, contiguous to the highway drainage ditch would not be involved.

Local City, County or COG priorities of project:

The City of St. Helens passed a resolution for presentation relative to the Six Year Program requesting (among other projects) left turn lanes: between Gable and Columbia (Sykes Road is in this section) and; at the hospital access, 17th Avenue, Vernonia Road and Deer Island Road (all included in this project).

FHWA and/or OSHD approvals given, if any:

Both portions of this project are scheduled for contract in February, 1978; the overlay with state funds and the left turn channelizations with federal assistance.

Location or Design Alternatives (identify and describe):

No location alternatives are possible.
The only possible design alternatives would be minor changes in channelization design and the No Build alternative.

Other Descriptive Information or Comments:

All roadway widening will be on both sides of the existing roadway. An inlet for drainage at the N.W. corner of Canaan Road will carry drainage under the road to the existing ditch.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: This segment of the Lower Columbia Highway generally follows the west shore of the Columbia River, passing in and out of the floodplain.

Canaan Road site: The site is on a flat, leveed floodplain approximately 50' above sea level. The area is poorly drained, with sloughs and the river located to the east. It is partially wooded with small evergreens on the east side of the roadway.

McBride Creek-Deer Island Road: This segment is elevated somewhat above the river, the main channel of which is located <½ mile to the east and varies in elevation between 60'-150'. The area is partially wooded on both sides of the roadway with small evergreens. McBride Creek is located in a small 45' deep canyon below the roadway. Harrie Creek is a very shallow valley located south of Columbia City.

Deer Island Road: The intersection is on a flat site above the floodplain at an elevation of approximately 115'. Vegetation is sparse and drainage is by open ditch.

Deer Island Road - Sykes Road: (includes Vernonia Road, hospital access and 17th Avenue). This segment is located on flat land gently sloping to the south, with elevation between 95'-115', within the developed area of St. Helens. A small pond and wetland abut the right-of-way between the hospital grounds and the highway and is contiguous with the highway drainage ditch. Small areas of trees are evident in the project segment. Milton Creek flows through a shallow valley at MP 28.44.

Sykes Road-South Terminus: This segment is located on flat terrain, gently sloping to the south, with elevations between 95'-45'. McNulty Creek is located at MP 27.53. The roadway passes through open land with only widely scattered tree cover.

2. Cultural:

The Burlington Northern Railroad parallels the highway on the east, never more than 400' to the east of the road.

Canaan Road site: The intersection is situated in the small rural community of Deer Island. A general store/fuel station is located adjacent to the intersection in the NW quadrant and a school and residences are located in the SW quadrant. Canaan Road is an access to interior forest lands and is heavily used by logging vehicles.

McBride Creek - Deer Island Road: This segment passes through developed and non-developed portions of Columbia City and the unincorporated area between St. Helens and Columbia City. There are industrial areas primarily east of the highway with the main commercial and residential area of Columbia City east of the road. Scattered residences are located on both sides of the highway south of Columbia City and on the west side in the northern portion of Columbia City.

Deer Island Road: This intersection is situated in an industrial area on the northern fringe of St. Helens. A lumber mill, truck terminal, concrete products plant, power substation and petroleum storage facility are located in the vicinity and generate a significant amount of truck traffic.

Continued on Page 3a.

2. Cultural:

Deer Island Road - Sykes Road: (includes Vernonia Road, hospital access and 17th Avenue): This segment includes intensively developed urban land, with several schools, churches, the hospital and other traffic generators in the vicinity. Typical residential and commercial development adjoin or are near the highway.

Sykes Road - South Terminus: This segment has relatively high rural housing density located primarily immediately west of the highway. On the east adjacent to the highway and railroad are several houses, but the majority of residences are located by roadways other than the Lower Columbia Highway. St. Helens High School is located on the S.W. quadrant of the Gable Road/US-30 intersection, approximately 500' from the highway.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way will be acquired.

2. Estimated Impact on Traffic Patterns:

Short-term (during construction) - disruption of traffic due to construction activity.
Long-term (post construction) - reduced interference with through traffic by left turning vehicles and safer, more efficient travel on a new surface.

Consequences--Air Quality, Noise, Safety, etc.:

Short-term - minimal detrimental effect on ambient air quality and noise levels and safety during the construction period.

Long-term - positive effects on safety, minimal effects on air quality and noise. Widening in several locations could affect noise levels at certain receptors.

3. Estimated Impact on Land Use:

No effects upon the land use of the area are anticipated as the project would not alter any surrounding uses; no right-of-way is being acquired and existing access will remain.

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

No long-term changes in existing ecological conditions or resources will occur as a result, as the project will remain on the existing highway cross-section and will not involve filling or excavation of ecologically sensitive areas.

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

No areas of cultural or scenic value will be affected, as the proposed project lies entirely within existing highway right-of-way; no structural alterations will be made and existing scenic vistas and cultural attributes will essentially remain the same. A cultural survey should not be necessary because all affected land has previously been disrupted.

Consequences:

None.

6. Preliminary Identification of Areas of Critical Concern:

McBride, Harrie, Milton, McNulty Creeks and possibly the pond and wetland at the hospital grounds.

7. Potential for Controversial Issues:

No obvious controversial issues have been identified. The minor traffic disruption during the construction period may be an irritant.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The improvements will result in an insignificant improvement in air quality. The project is consistent with air quality plans and should not result in pollutants exceeding standards. An Indirect Source Permit will not be required.

b. Noise Standards

An FHPM 7-7-3 noise report will be prepared.

c. Water Quality Standards

Consistent, as no water resources should be materially affected.

d. Area Land Use and Transportation Plans, and Zoning

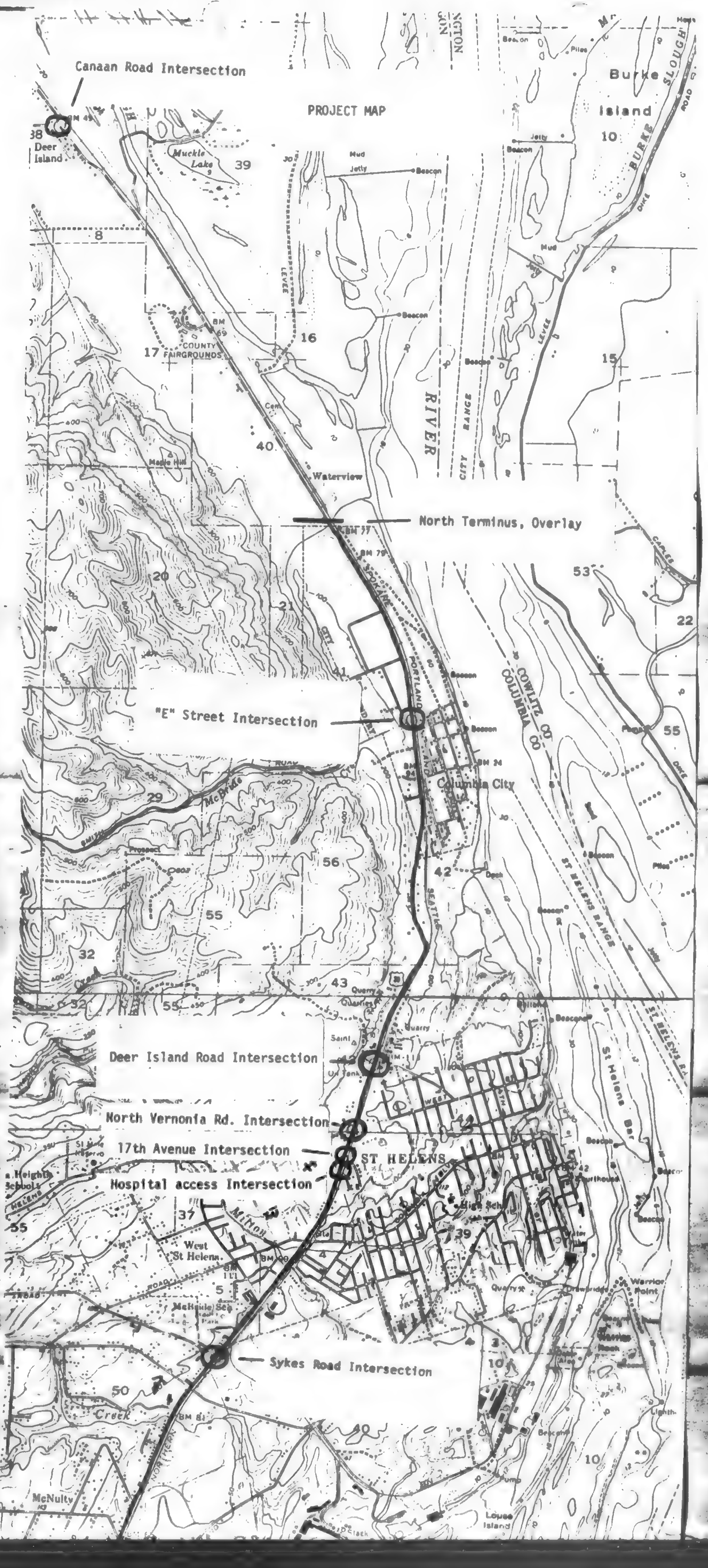
Consistent, as no changes in the land use pattern will occur as a result of this project.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

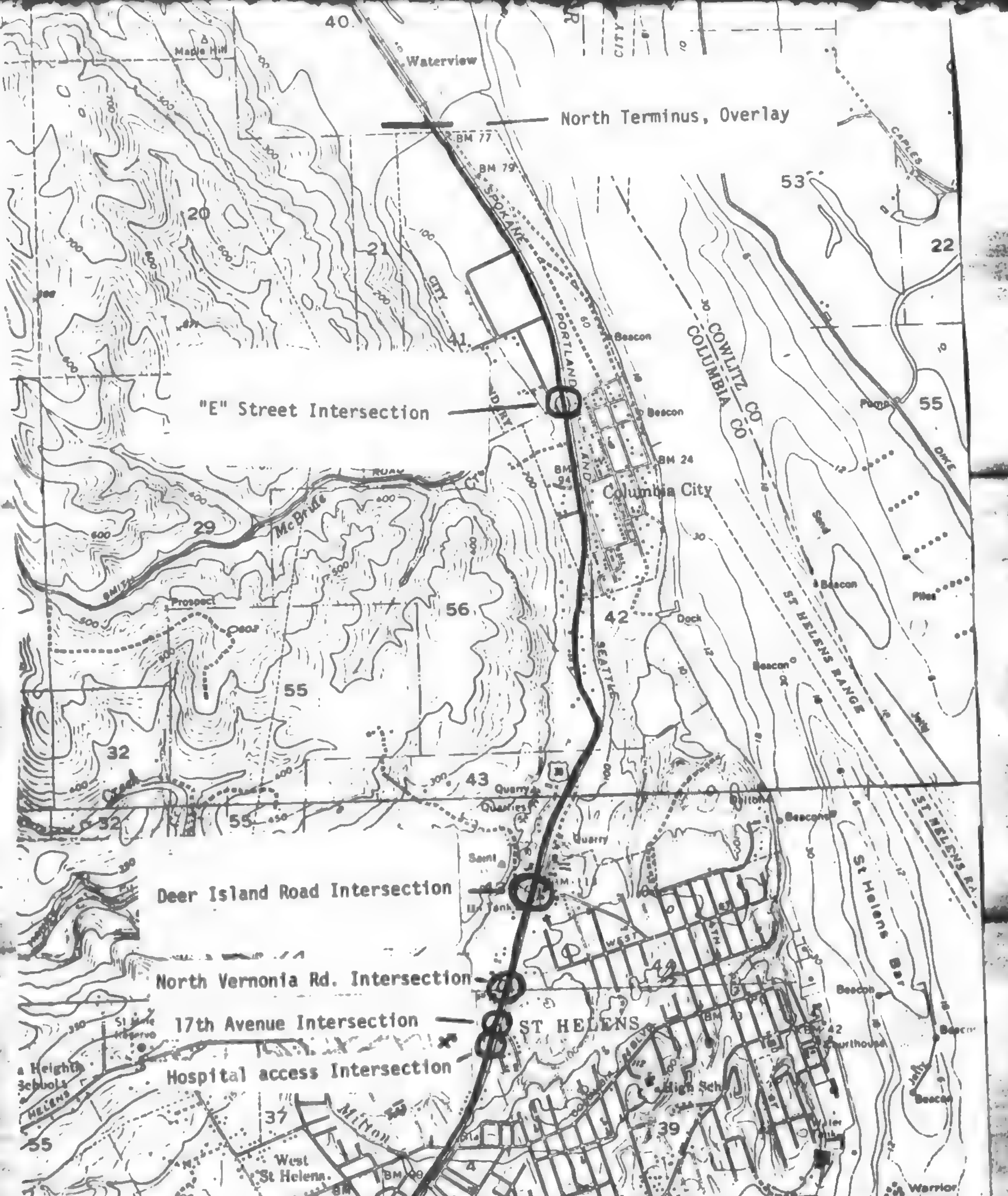
Basis for Type of Action and Documentation: Federal Aid FHPM 7-7-2(10)(d) and (e)- Non-major action includes resurfacing and adding auxiliary lanes for localized purposes. This project falls under that category and as such is "non-major," requiring no further environmental analysis or documentation.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4



PROJECT MAP

Canaan Road Intersection
Deer Island
Muckle Lake
Burke Island
Burke Slough
County Fairgrounds
River
Waterview
North Terminus, Overlay
Cowlitz Co
Columbia Co
"E" Street Intersection
Columbia City
McBride
St Helens Range
Deer Island Road Intersection
North Vernonia Rd. Intersection
17th Avenue Intersection
St Helens
Hospital access Intersection
West St Helens
Milton
St Helens Bay
Warrior Point
Sykes Road Intersection
Creek
McNulty
Louse Island


North Terminus, Overlay
Waterview
"E" Street Intersection
Columbia City
COWLITZ CO
COLUMBIA CO
ST HELENS RANGE
Deer Island Road Intersection
North Vernonia Rd. Intersection
17th Avenue Intersection
Hospital access Intersection
ST HELENS
St Helens Bar
West St Helens
Warrior Point
Sykes Road Intersection
McNulty
Louse Island
CHANNEL
South Terminus, Overlay

8686

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~ROW 18-2~~

January 25, 1978
Salem OR 97310

NOTED
E. S. HUNTER

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: THE FILES

SUBJECT: Encroachment of BN Right of Way
Canaan Rd.-Bennett Rd. Section
Columbia River Highway
Columbia County

In reviewing the preliminary plans for the subject section, I noted that there was work to be done which encroached onto the right of way of the Burlington Northern railroad. This work consists of improvement of road approaches to existing public and private grade crossings.

In order to ascertain what steps would be necessary to satisfy the needs and requirement of Burlington Northern, Inc., I contacted Mr. Kenny King, Division Engineer for the Burlington Northern in the Portland office. I advised him as to the nature and scope of the encroachments necessary onto Burlington Northern's right of way and he felt that since they were existing grade crossings and minor in nature, no formal agreement with Burlington Northern would be required, nor would any railroad protective insurance be required. He further advised that in the event that the Trainmaster or other people from Burlington Northern questioned our authority to do this work without formal agreement to advise them that this was approved by Mr. King.

JEC:de
cc: E. S. Hunter
J.H. Versteeg
J. L. Sollis
J. B. Boyd
E. L. Hardt
Jack Sullivan

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TECHNICAL SERVICES

JAN 26 '78

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

8686 2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 18, 1978

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: McBride Creek-Bennet Road
Lower Columbia River Highway
Columbia County

A channelization is proposed at "E" Street in Columbia City at a cost of $25,000. The need for the channelization was discussed with Ed Hardt and Ron Failmezger of Region 1. This section has an ADT of 6,100. Left turns have increased due to the State Police Office located on this street and a request from the City. This channelization will be included in the plans.

LKW:ab
cc: R. N. Bothman
R. T. Ewen
E. L. Hardt
W. McGill

1 Versteeg
2 Christensen
George
Olsen
Turpin
Sullivan
Scott
Savage

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8686 2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 18, 1978

Lyle K. Watson
FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: McBride Creek-Bennet Road (Warren)
Canaan Road-Deer Island Road
Lower Columbia River Highway
Columbia County

TO: MEMO TO THE FILES

Left turn channelizations are planned at four intersections; Canaan Road, Deer Island Road, Vernonia Road, 17th Street and Hospital access. I reviewed with Bob Ewen, Metro, and Tom Schwab, Metro, the need of deceleration lanes at these locations. Due to the problems relating to right-of-way, railroad encroachments, rock excavation, drainage revisions, wet lands, etc., it was determined the deceleration lanes for the right turn movement be eliminated.

1 Versteeg ✓
2 Christensen Doc
__ George
__ Olson
__ Terpin
__ Sullivan
__ Scott
__ Savage

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LKW:ab
cc: R. N. Bothman
E. L. Hardt
R. T. Ewen
Tom Schwab
Will McGill

8686

STATE OF OREG N

INTER FICE MEMO 2W

TO: R.T. Ewen
Location Engineer

DATE: December 29, 1977

FROM: Tom Schwab
Transportation Analysis Engineer

SUBJECT: Sykes Road Channelization
Lower Columbia River Hwy (US 30)
Columbia County

Attached is a letter from Ron Failmezger, Regional Traffic Engineer, to the City Recorder of St. Helens, discussing the traffic improvements being investigated for the intersection of Lower Columbia River Hwy. and Sykes Road. Also attached is a petition requesting a traffic signal installation at Sykes Road and left turn lanes at several other locations along the highway.

Ron is reviewing Sykes Road separately for consideration of a traffic signal. The traffic counts are not complete as of this date. I have discussed with Ron the possibility of including left turn channelization at Sykes Road on the overlay plans for this section. He concurs with the suggestion that we include this in our design. A proposed 6-acre shopping center is planned on Sykes Road and the traffic generated by this plan would aggrevate the problem.

A left turn storage length of 150 feet should be provided for this move. I will keep you informed of the results of the traffic signal investigation.

js

cc: Ron Failmezger
Bud Heintz
Don Adams

1 Verstaeg ✓
Christensen
George
2 Olsen
Turpin
Sullivan
Scott
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C.C.: Verstig
Duane Christensen
Bud George.

This should be included in McBride Creek – Bennett Rd. Overlay survey.

81-125-1387

November 23, 1977

George E. Shelley, City Recorder
City of St. Helens
St. Helens, Oregon 97051

Re: Petition for traffic improvements
Lower Columbia River Highway
City of St. Helens
US 30 Hwy. No. 2W

Dear Mr. Shelley:

At the Six Year Highway meeting we received a copy of the petition requesting the installation of several left turn lanes and a traffic light at the intersection of Sykes Road.

I believe it was explained at the meeting that the Highway Division has planned a resurfacing of the Lower Columbia River Highway US 30 from McBride Creek to Bennett Road for the year 1978. This surface overlay project is planned to include enough widening at the Columbia District Hospital, Pittsburg-Vernonia Road, Deer Island Road and 17th Street for left turn lanes. The width of road between Gable Road and Columbia Boulevard will be reviewed for sufficient width to provide left turn lanes on the assumption that parking would be removed for the entire section. Sykes Road will be reviewed separately and possibly could be provided even though the rest of the section may be too narrow.

The intersection of Sykes Road with US 30 will be reviewed for traffic signals. Any location considered for traffic signals must meet certain vehicle volume requirements as set forth by the National Manual on Uniform Traffic Control Devices. This investigation includes manual vehicle and pedestrian traffic counts and a review of past accident records.

In discussing this location with the City recently, it was found that a commercial development was being considered between Sykes Road and Gable Road. Mr. Bill Geibel, District Engineer, and I would like to work with the City Planning and Engineering Departments to make sure that the generated traffic from a commercial development will be properly handled to and from US 30.

At such time as the traffic signal investigation is completed for Sykes Road I will advise you of the results.

bc: R.N. Bothman
E.L. Hardt
Bill Geibel

Very truly yours,
ORIGINAL SIGNED BY
R. W. FAILMEZGER
Ronald W. Failmezger
Region Traffic Engineer

REGION I
RE RME RCE OE TE
UE SO RSM RSC
RBI BE TO

The City Council of the City of St. Helens has adopted the following suggested guidelines to receive primary consideration from the State Highway Department in determining future improvements to Highway 30 within the city limits.

BE IT RESOLVED THAT THE COMMON COUNCIL OF THE CITY OF ST. HELENS urges the State Department of Transportation to include in its Six-Year Highway Improvement Program the introduction of the following:

✓ 1) Going north, left turn lanes between Gable Road and Columbia Blvd.

✓ 2) Going north, a left turn lane at the entrance to Columbia District Hospital and Pittsburg-Vernonia Road.

✓ 3) Going south, a left turn lane at Deer Island Rd and AT 17th St.

4) A traffic light at the Sykes Rd-Highway 30 intersection.

RATIONALE:

1) BETWEEN GABLE RD AND COLUMBIA BLVD.: The 1976 average daily traffic count at the south city limits is estimated at 11,200 while just south of Columbia Bl it is 11,800. While half of the citizenry live east of Highway 30 and traffic is controlled by limited access across the railroad, there is little traffic control for the residential and commercial areas west of the highway. Commercial enterprises and their entranceways stretch out for about one mile along this portion of the highway and, along with the entrances to Sykes and South Vernonia Rds., cause a hazardous traffic situation.

The Sykes Rd. intersection is especially troublesome as the highway there is only two lanes and traffic backs up quickly behind any car waiting to get onto Sykes. Moreover, a 6 acre shopping center is being proposed for the parcel of land between Gable and Sykes, an action that can only aggravate the problem.

2) THE HOSPITAL AND PITTSBURG-VERNONIA RD.: The reasoning for the hospital turn is fairly obvious: all such institutions demand good, safe access. The Pittsburg-Vernonia Rd. problem might not be so bad if the road crossed the railroad going east; but since it does not, all traffic onto or off it hits Highway 30. And with plans for a 280 unit subdivision just off Pittsburg-Vernonia Road, the problem will be exacerbated.

3) DEER ISLAND ROAD AND 17th ST.: Deer Island Road is the northernmost entrance to St. Helens and thus receives a good deal of traffic. Additionally, a) 60 foot trucks from Friesen Lumber utilitze it, and b) the railroad has scheduled next year to put drop-arms at that railroad crossing; such conditions create back-ups on the Highway. The 17th St. turn is important as it is the road to the Junior High School.

CITY OF ST. HELENS, OREGON

Rod Norwood
Rod Norwood, Mayor

George E Shelley
George E. Shelley, City Recorder

We the following residents of St. Helens, support the below listed proposed street improvements on Highway 30 and encourage the State Highway Commission to assign a priority to the inclusion of them.

1. Going North, left turn lanes between Gable Road & Columbia Blvd.
2. Going North, a left turn lane at the entrance to Columbia District Hospital and Pittsburg-Vernonia Road.
3. Going South, a left turn lane at Deer Island Road and 17th St.
4. Introduction of a traffic light at the Sykes Road - Highway 30 Intersection.

NAME	ADDRESS
[illegible]	374 S 14
Michael [illegible]	234 S 12
Sharon L. Buxton	125 N. 7th St. Helen's
Pat Foley	465 So. 15th St Helens
Donald Edward Barnett	154 So. 8th St. Helens
Myrtle A. Hill	1095 Umatilla St. St. Helens
John [illegible]	395 N 5th St. St Helens
Dianne O'Brien	390 S. 13th
[illegible] Wyeth	245 So. 4th No. St Helens
Arthur Johnson	214 N. 2nd
Myron Griffith	355 N. 11
[illegible]	355 N. 7th.
[illegible]	Rt. 1 Box 1242A St. Helens, Ore.
Shirley E. [illegible]	235. S. 5th St Helens Or.
Barbara J. Connell	Rt 4 Box [illegible] St. Helens
Kim D. Wood	Rt 4 Box 4513 St. Helens
Linda J Briggs	81 [illegible] St Helens
Clarence A [illegible]	170 Tualatin "
Neil [illegible]	307 S 4th ST. HELENS
Faye Gardner	275 So 4th St Helens

8686

STATE OF OREGON

INTEROFFICE MEMO 2W

TO: J. H. Versteeg
Head of Engineering
Attn: Lyle K. Watson

DATE: December 23, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Canaan Road - Bennett Road
Lower Columbia River Hwy. No. 2W
M.P. 25.80 to M.P. 34.31
Columbia County

At your request, we have reviewed the accident history on the subject section. The accident record is consistent with other State highways. The proposed left turn refuges appear to be warranted from an accident viewpoint and should improve the accident record.

L E George
L. E. George
Traffic Engineer Supervisor

GE:rah

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Dorn
Cole
Sample
Erikson
✓ Watson LW
Hager
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BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen DC
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2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 15, 1977

FROM: Donald E. Shaffer
Bicycle Route Engineer

TO: D. O. Christensen
Final Design Engineer

SUBJECT: Canaan Rd-Bennett Rd Section
Columbia River Highway
Columbia County

REFERRED TO
Beard
Dorn
Cole
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Eriksen
Watson ✓ RW
Hager
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[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

I have reviewed the typical sections for the above project with the bicyclist in mind and offer the following comments:

MP-MP	Typical Section	Suggested Typical
25.80-26.82	8'-12'-12'-8'	Ok as is
26.82-27.09	No work	
27.09-27.57	8'-12'-12'-8'	Ok as is
27.57-27.93	Taper section	
27.93-28.56	0'to3'-11'-12'-12'12'-7'toll'	Eliminate parking and balance shldrs and travel lanes
28.56-28.72	Taper	
28.72-28.82	8' shldrs	Ok as is
28.82-29.21	3'-12'-14'-12'-3'	Change to 4'-12'-12'-12'-4'*
29.21-29.30	4'-12'-12'-4'	Prefer 6'-12'-12'-6'
29.30-29.52	3'-12'-14'-12'-3'	Change to 4'-12'-12'-12'-4'*
29.52-29.80	4'-12'-12'-4'	Prefer 6'-12'-12'-6'
29.80-29.93	Taper	
29.93-30.66	4'-12'-12'-12'-12'-4'	Prefer 6'-12'-12'-12'-12'-6'
30.66-30.82	Taper	
30.82-30.92	6'-12'-12'-6'	Ok as is
30.92-31.14	3'-12'-14'-12'-3'	Change to 4'-12'-12'-12'-4'*
31.14-32.00	6'-12'-12'-6'	Ok as is
32.00-34.09	No work	
34.09-34.31	3'-12'-14'-12'-3'	Change to 4'-12'-12'-12'-4'*

*Would prefer 6' shoulders throughout

If these changes can be incorporated in the project, we could then sign and stripe the shoulders as bike lanes. This section is part of a designated bicycle touring route.

DES:mc

1 Verstaeg ✓
2 Christensen DOL
George
Olson
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Scott
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NOTED
W. N. HACKLEMAN

12-20-77
use 4' shldrs 11' lanes and 14' Lt turn
This was discussed with Olsen & Terpin.
DOL

8686

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 9, 1977

FILE: 5-1431
3-1462

FROM: J. H. Versteeg
J. H. Versteeg
Engineering

SUBJECT: Status Report
State Overlays
Klaboe's September Priority List

TO: E. S. Hunter
Technical Services Engineer

Regions 2, 3, 4 and 5 have completed the field work on these priority overlay projects and they are on the contracting schedule for either a December 14 or a January 26 bid opening.

The field survey on the McBride Creek-Bennet Road (Warren) project on the Lower Columbia Highway, and the Warm Springs Intchg.-Salmon River Curves project on the Warm Springs Highway have not been received from Region 1. Time is running out on these Region 1 overlay projects for a January bid opening. Without knowing how much design time will be required it looks like the February bid opening will be the earliest that these projects can be ready for contract.

Com 21-4 Mt. Hood Sec. in Warm Sp.

MA PDM PDE TSE SPC
ODOT - METRO
DEC 12 1977

PPS FILE T/A

JHV:jh
cc: Ed Hardt
John Sheldrake
Alfred Shirley
Carl Williams
W. E. Schwartz

12-9-77
- Rothman
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8686 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 12-5-77

8

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
1(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80056

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 12-5-77	FEDERAL ROUTE NUMBER Primary 1 STATE ROUTE NUMBER Primary 2 W

GENERAL LOCATION:
"Canaan Road - Deer Island Road Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION : Including Utility Preparatory Work
☐ OTHER (Specify) TEC NTE $15,000, F.F.- $12,800

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-22-77 letter

NOTED
F. B. KLABOE

Swan
12-12

DATE 12-5-77	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8686

STATE OF OREGON

INTEROFFICE MEMO

December 1, 1977

TO:
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)

George Bell
Surfacing Design - Lab Bldg.
Region 1 : Ed Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
Gerald Wimer (1)
B. L. Gifford
R. N. Bothman - Metro

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: PROJECT ASSESSMENT
Canaan Road-St. Helens
Lower Columbia River Highway
Columbia County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG: dpy

Attachment

cc: E. S. Hunter

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

Memorandum

DATE: November 15, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No. F-1(-)
Canaan Road-St. Helens
Lower Columbia River Highway
Columbia County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

NOTED
E. S. HUNTEI

The subject project assessment submitted with Mr. Wimer's October 27, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H.

for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Markham, Reg 1)

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BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR

F-1 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 21, 1977

Section Canaan Road-St. Helens

Unit (if appl)

County Columbia

City Deer Island/St. Helens

Highway Lower Columbia River

State Hwy. No. 2W (US 30)

Termini: M.P.(if appl) see attached matrix

Length

Region I

Construction Estimate
Program Amount

B. Purpose of Project: To improve traffic operation and safety by providing left-turn channelization at five intersections on the Lower Columbia River Highway (US 30).

C. Origin & History of Project: US 30 is a highspeed facility with relatively frequent turning movements occurring at the intersections proposed for improvement. The project was requested by ODOT Operations.

D. General Description of Project: Widen at 3 separate locations to provide left-turn channelization at Canaan Road, Deer Island Road, North Vernonia Road, a hospital access, and 17th Avenue in St. Helens.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking No

Proposed: No. Lanes 2 ; Med. Yes* ; Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT XX ; Projected ADT ______ ; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______

Projected Level of Service ______

* Turning refuge
XX See information matrix on Page 1A

PROJECT INFORMATION MATRIX

	MP	ADT	Approximate Additional Roadway Width Required	Overl Requi
Canaan Road	34.1	5,100	12'	No
Deer Island Road	29.41	7,500	2'	Yes
Vernonia Road	29.10	8,000	8'	Yes
17th Avenue	28.96	8,000	8'	Yes
Hospital Access	28.93	8,000	8'	Yes

PROJECT INFORMATION MATRIX

	MP	ADT	Approximate Additional Roadway Width Required	Overlay Required?
	34.1	5,100	12'	No
oad	29.41	7,500	2'	Yes
	29.10	8,000	8'	Yes
	28.96	8,000	8'	Yes
ss	28.93	8,000	8'	Yes

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels ________
Yes, No

Acres ________; Type of Relocation Req. __________________; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined

Type of Structure(s):

None proposed

Brief Description of River or Stream and Type of Involvement, if any:

No direct stream or river involvement, however, a small pond and minor wetland area may be slightly encroached upon. A 404 Permit may be required. No

Local City, County or COG priorities of project:

None identified

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No build

Other Descriptive Information or Comments:

All roadway widening will be on the west side. Some drainage improvements will be necessary at Vernonia Road and Canaan Road.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The Lower Columbia Highway generally follows the south shore of the Columbia River frequently passing in and out of the flood plain area.

Canaan Road - The intersection is on a flat, leveed flood plain, area. Patches of evergreens are evident nearby on the river side of US 30. Drainage for the intersection is presently inadequate.

Deer Island Road - A flat area located up off the river flood plain. Vegetation in the immediate vicinity is relatively sparse due to industrial development. Drainage is by open ditch.

Vernonia Road, hospital access, and 17th Avenue - A flat area located above the flood plain. A very small pond and minor wetland abut the right-of-way, between the hospital grounds and the highway. The pond and wetland appear to be contiguous with the open ditch drainage for the highway. Patches of trees and overgrowth are interspersed with the development in the vicinity.

2. Cultural:

Canaan Road - Situated in the small rural settlement of Deer Island, Canaan Road serves as an access to the interior forest lands and is heavily used by logging vehicles. A general store/fuel station is located adjacent to the intersection on the west. A school and residences are found east of Canaan Road and set back from US 30 by a frontage road.

Deer Island Road - The intersection is situated in an industrial area on the northern fringe of St. Helens. A lumber mill, a small truck terminal, a concrete products plant, a power substation, and a petroleum storage facility are located in the immediate vicinity and generate significant truck traffic.

Vernonia Road, hospital access, and 17th Avenue - A continuous turning lane is proposed at this site to serve 3 intersecting roads: an FAS route (Vernonia Road), the access to Columbia District Hospital, and an access to St. Helen s Jr. High School (17th Avenue).

A Burlington Northern rail line lies adjacent to US 30 on the river side at all three project sites.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way will be required.

2. Estimated Impact on Traffic Patterns:

Reduced interference with the through traffic movement by left-turning vehicles.

Consequences--Air Quality, Noise, Safety, etc.:

Improved traffic safety

3. Estimated Impact on Land Use:

The access improvements are not significant enough to result in any land use change.

Consequences:

4. Expected Impact on Natural Ecological Resources:

A small additional encroachment on the pond and wetland area, mentioned in the project setting, may occur. The encroachment should be avoided if possible.

Consequences:

A very minor loss of habitat if the encroachment should occur

5. Expected Impact on Cultural and Scenic Resources:

No impacts are expected.

A cultural survey is not expected to be required since all affected land has been disturbed.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Possibly the aforementioned pond area

7. Potential for Controversial Issues:

No potential controversy has been identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans- The improvements will have a positive affect on air quality, although insignificantly. An Indirect Source Permit will not be required.

b. Noise Standards- The proposed widening may move the travel lanes of US 30 slightly closer (approximately 12 feet) to several residences and a school. They currently do not appear to receive noise impacts in excess of federal standards. The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

C. Water Quality Standards- A slight temporary impact to water quality in the pond if encroachment occurs.

D. Area Land Use and Transportation Plans and Zoning-The project will facilitate an existing traffic improvement and will not result in any appreciable affect on land use.

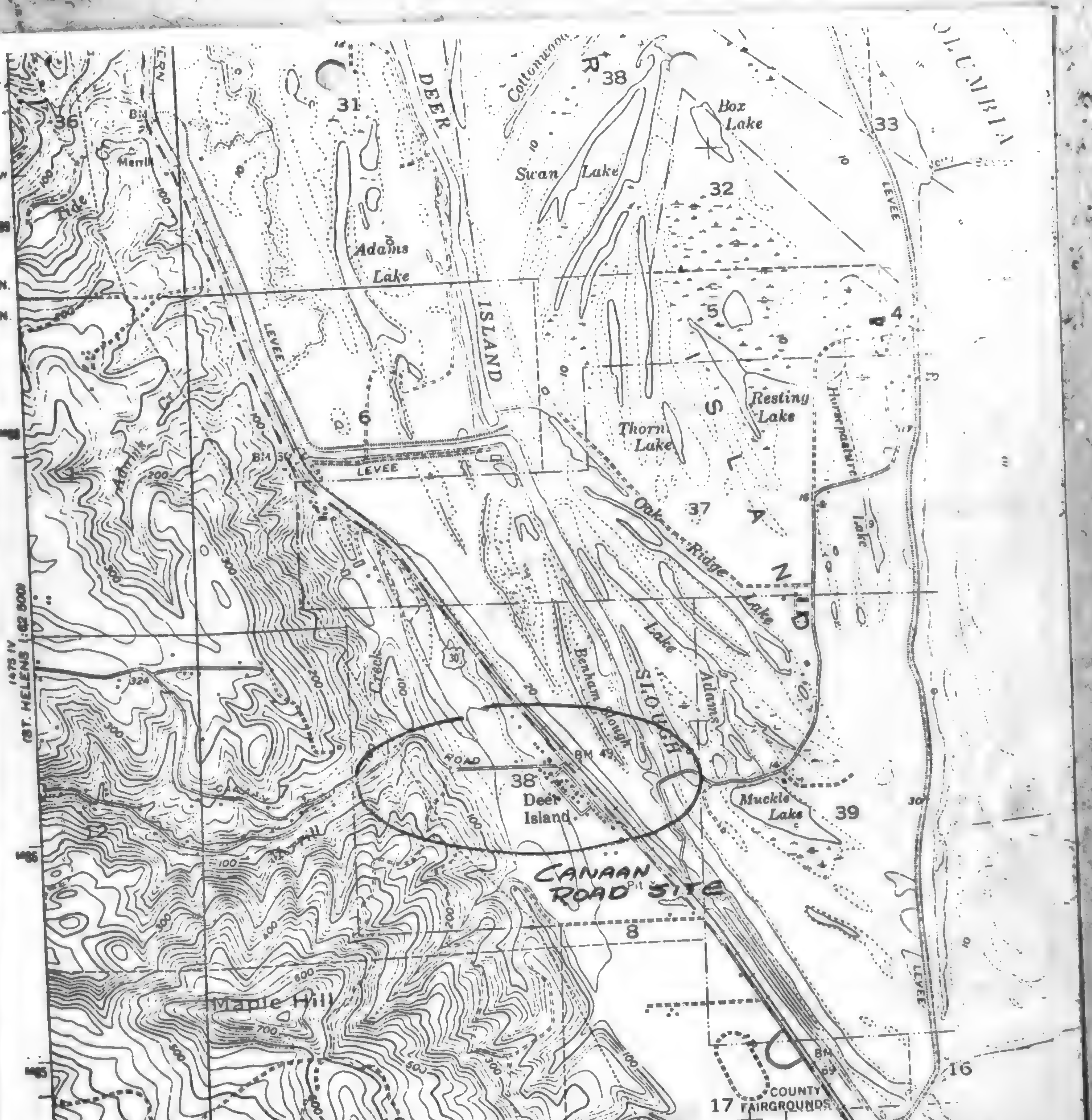
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	x ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

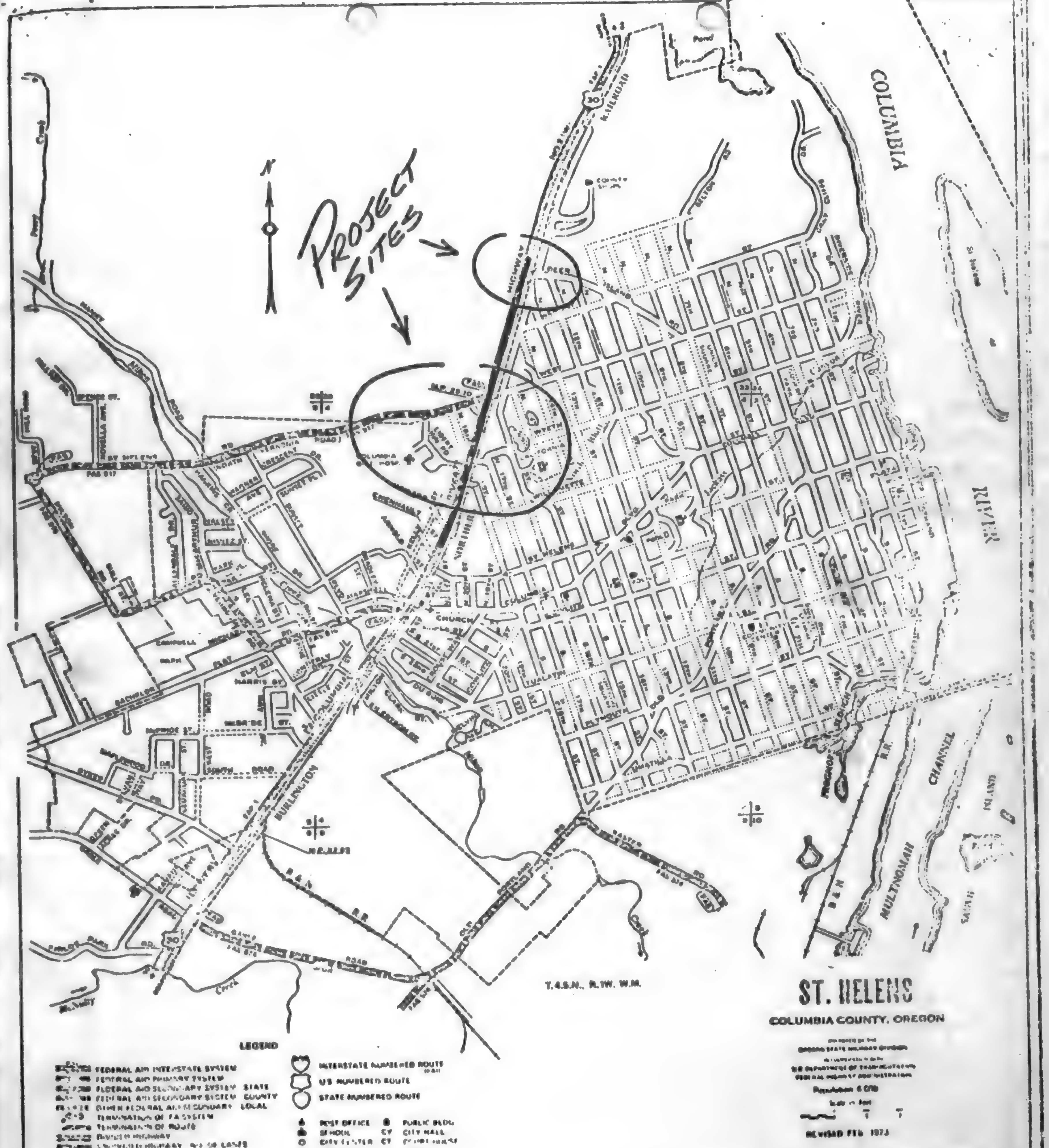
Basis for Type of Action and Documentation:

The project impacts are not significant enough to warrant any further documentation or analysis beyond the assessment stage.

D. Recommended Project Category: _____ 1 _____ 2 x 3 _____ 4



CANAAN ROAD SITE


PROJECT SITES
N
COLUMBIA
RIVER
MULTNOMAH
CHANNEL
SAUVIE
ISLAND
RAILROAD
HIGHWAY
BURLINGTON
CHURCH
COLUMBIA
B & N
R.R.
Creek
T.4.S.N., R.1W. W.M.
ST. HELENS
COLUMBIA COUNTY, OREGON
REVISED FEB 1973
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
US NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG
SCHOOL
CITY HALL
CITY CENTER
COURT HOUSE
CITY LIMITS
LIBRARY

8686

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO 2W
Metropolitan Branch

TO: E. L. HARDT
Regional Engineer

DATE: November 21, 1977

FROM: ROBERT T. EWEN
Location Engineer

SUBJECT: McBride Creek-Bennett Road
Lower Columbia River Hwy.
Prefix: 5-1431

This is to advise you that I have discussed project requirements with Bud Heinz and have instructed the survey be extended to include Canaan Road channelization with a no work section between Canaan Road section and Columbia City.

I also advised Bud of the necessity to complete survey as soon as possible and that it had high priority for early bid letting in 1978.

ja
cc: D. R. Adams
F. R. Terpin
B. Heinz

RECEIVED
NOV 23 1977
LOCATION SECTION

1 Versteeg
3 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
NOV 29 1977
ENGINEERING SECTION

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✓ Sample
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Watson
Lau
Hager
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BY FINAL DESIGN ENGINEER

REFERRED TO Wills
By Location Engineer

cc Versteeg

NOTED
G. C. WILLS

61-125-1367

8686 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 17, 1977

FILE:

FROM: J. H. Versteeg
Head of Engineering

TO: Don Adams
Project Development Manager

SUBJECT: State Construction Program
McBridge Creek-Bennet Rd. (Warren)
Lower Columbia River Highway
Region 1

RECEIVED
TECHNICAL SERVICES
NOV 17 77
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

The following is a chronological list of events related to the identification and development of this overlay project.

1. Mr. Klaboe's letter of September 30, 1977, identifying the project.
2. Ed Hardt's teletype of 10-77 regarding base design and cost estimate.
3. Frank Terpin's October 7, 1977, letter regarding status of the survey and cost estimate.
4. Hal Versteeg's letter of October 18 to E. S. Hunter regarding contract letting schedule and priority overlays.
5. Authority for Survey mailed to the Region October 25, 1977.
6. Bob Ewen's field survey start date: November 17, 1977.
7. Bob Ewen's field survey completion date: December 15, 1977.
8. Contract plans start date: December 1, 1977.
9. Specifications start date: December 19, 1977.
10. Specifications mail ad: December 30, 1977.
11. Bid Opening: January 26, 1978.

It is obvious that we are in trouble on this project and will have difficulty in making the January letting date. I would recommend that we try to hold the bid opening date if at all possible. If the field survey cannot be completed earlier, a letter to E. S. Hunter requesting postponement of the bid opening would be appropriate.

JHV:jh
cc: E. S. Hunter
Ed Hardt

Form FHWA 121 (Rev. 5-73)

8686-

8

UNITED STATES GOVERNMENT

DEPARTME[illegible] OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

Memorandum

DATE: November 15, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No. F-1(-)
Canaan Road-St. Helens
Lower Columbia River Highway
Columbia County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Wimer's October 27, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H.

for G. L. Green

CC:
ODOT (Potter, Laux)
OSHD (Markham, Reg 1)

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TECHNICAL SERVICES
NOV 21 '77
REFER TO
Wimer
FOR
Info Invest R/D D/R Sign Act File

8686

2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
November 10, 1977

FILE:

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: McBRIDE CREEK-BENNETT ROAD OVERLAY
LOWER COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY

TO: DON ADAMS
Project Development Manager

We are presently in the process of doing the field survey for an overlay on the Lower Columbia River Highway from Bennett Road (MP 25.80) to McBride Creek (MP 32.00). Also, for some time now we have had a project scheduled for left-turn lanes on this same highway. This project has been called the "Deer Island/Canaan Road Turning Lanes". Once the overlay project was authorized, we had decided to accomplish the turning lanes within that overlay section as part of the overlay project, however, one of the turning lane locations at Canaan Road (MP 34.19) falls outside the limits of the overlay project.

I think it is only logical that we do the Canaan Road turning lane at the same time that we do the overlay and the other turning lanes. I suppose this means that the overlay project limits have to be extended to include Canaan Road, but I doubt if that is an insurmountable obstacle.

? It is requested that you take whatever steps are necessary in order to have the Canaan Road left-turn lane included in the Bennett Road-McBride Creek project.

ELH/cr
cc Frank Terpin
W. W. Geibel

1 Versteeg
2 Christensen
George
3 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
NOV 15 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

RECEIVED
NOV 14 1977
LOCATION SECTION

REFERRED TO Wells
By Location Engineer

cc to Versteeg

8686

8

October 26, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: for N. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

The following State projects are all listed in the Preliminary Six-Year Program, but are not in the current Six-Year Construction Program and will need finance approval in order to be done during the 1978 construction season.

Section	Amount
McBride Creek-Bennet Road Section Lower Columbia River Highway	$ 900,000
Warm Springs Int.-Salmon River Curves Section Warm Springs Highway	$ 600,000
Deer Park Drive-Silver Creek Falls Interchange Sec. North Santiam Highway	$ 475,000
Bellevue-McMinnville Section Salmon River Highway	$ 479,000
Elbow Lake-Gardiner Section Oregon Coast Highway	$1,100,000
Warm Springs Jct.-Willows Section Warm Springs Highway	$ 800,000
Grant County Line-Joaquin Miller Rd. Section John Day-Burns Highway	$ 600,000

The projects are needed pavement overlays and your approval is recommended.

This matter will be on the Consent Calendar for your consideration at the November 15 meeting.

bc: R. A. Burco
C. W. Head
F. B. Klaboe
L. W. Rulien
E. S. Hunter
R. N. Bothman
George Bell
W. J. Hart
V. E. Skoog
E. L. Hardt, Region 1
John Sheldrake, Region 2
Alfred Shirley, Region 3
Carl Williams, Region 4
Pat Schwartz, Region 5

DES:dpy

8686

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 21, 1977

DEK

FROM: Donald E. Keyes
Federal Projects Liaison Engr

SUBJECT: Canaan Road-Deer Island Road Section
Lower Columbia River Highway
Columbia County

TO: F I L E

The above project has been reviewed for purposes of Section 404 and a permit is not required. The wetland referred to in the project assessment falls within the scope of the nationwide permit as defined in 33 CFR 323.4-2 published in the Federal Registry on July 19, 1977.

DEK:jp

cc J.H. Versteeg
Gary Potter
Craig Markham, Metro

RECEIVED
OCT 21 1977
ENGINEERING
SECTION

Versteeg
copy Christensen
Georgs
Olson
Terpin
copy Sullivan
Scott
Savage

1 Trout
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Return To
Bring Up __/__/__
Action

8686 J

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
~~October 18, 1977~~
10-26-77

FROM: J. H. Versteeg
Head of Engineering

J H Versteeg

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: State Construction Program
Ref: Klaboe Letter -
Priority Overlays
September 30, 1977

NOTED
E. S. HUNTER

The contract letting schedule for the priority overlays is as follows:

1. Region 1 - McBride Creek-Bennet Road Section
Lower Columbia River Highway
January 26, 1978, Letting
2. Region 2 - Deer Park Drive-Silver Creek Falls Interchange Section
North Santiam Highway
December 22, 1977, Letting
3. Region 3 - Elbow Lake-Gardiner Section
Oregon Coast Highway
January 26, 1978, Letting
4. Region 4 - Warm Springs Jct.-Willows Section
Warm Springs Highway
January 26, 1978, Letting
5. Region 5 - Grant County Line-Fuqua Creek Section
John Day-Burns Highway
December 22, 1977, Letting

We are assuming the complete cooperation of everyone involved and there will be no unusual design problems that may develop. Under this schedule it will be necessary to develop contract plans and specifications almost simultaneously.

JHV:jh
cc: H. S. Coulter
E. L. Hardt
John Sheldrake
Alfred Shirley
Carl Williams
W. E. Schwartz

cy to + Versteeg
10-20-77

10-20-77
Also R/W letter
to Comm. for
approval to contract
as indicated (Nov. Meeting)
ESH

RECEIVED
TECHNICAL SERVICES
OCT 19 '77
REFER TO

-8686

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

October 7, 1977

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: State Construction Program
Ref. Klaboe Letter: Priority
Overlays, September 30, 1977

TO: E. S. Hunter
Technical Services Engineer

/ Versteeg
Christensen
Georgs
Olson
Terpin
Sullivan
Scott
Savage

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OCT 13 1977
ENGINEERING SECTION

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Action

The following data on the subject projects is supplied for your information.

Region 1 - McBridge Creek-Bennet Road Section
Lower Columbia River Highway

Survey will take four weeks after starting. Can start when construction slows down. Assuming 3½" overlay, construct four left-turn lanes and incidental widening will bring project cost to approximately $900,000. Material source to be commercial. No right of way required. Hardt would like to use the rest of the $1,500,000 on the Warm Springs Highway project. See attached teletype from Region.

Jan letting
add to planned overlay.

Region 2 - Deer Park Drive-Silver Creek Falls Intchge Section
North Santiam Highway

Simple overlay, no right of way, drainage or widening needed. Survey has been completed. Estimate is about 50% of what is allowed in Klaboe's letter. Sheldrake would like to take the rest and do the Bellevue-McMinnville Section of the Salmon River Highway.

Dec letting
O.K. Let in one Contr.?

Region 3 - Elbow Lake-Gardiner Section
Oregon Coast Highway

Right of way not required, commercial material source. Straight overlay project with 2" leveling and 2" wearing course. Construct 11,100 feet of new guardrail. Estimate, $1,100,000. See attachment from Region.

Dec. letting
Jan letting

Region 4 - Warm Springs Jct-Willows Section
Warm Springs Highway

Crew available to start 10/10/77, one week to do survey. Widening will be performed by State forces. Approximately 1200 feet new guardrail needed, basic section to be 32' top width. Material source is at Pole Hill and is owned by Warm Springs Indians; will need their permission to use. Estimate okay. No right of way required.

Jan letting

Region 5 - Grant County Line-Fuqua Creek Section
John Day-Burns Highway

Based on prices bid for adjacent job, length of proposed project could be extended to Devine Ridge Road, about 5.1 miles. Twenty-six-foot top width, no grading required. Two-inch AC for leveling and 1½" AC wearing course. No guardrail, right of way or drainage required. Material source available within project limits. Survey completed except for approximately 2 weeks for material source development and checking on material under shoulders.

Dec. letting ✓

See attachment from Region.

Attachments

FET:mc

cc	J. H. Versteeg	(w/att)
	R. N. Bothman	"
	E. L. Hardt	"
	John Sheldrake	"
	Alfred Shirley, Jr.	"
	Carl Williams	"
	W. E. Schwartz	"

6883

LRW LAG 18 10-7-77 8.50 AM

FRANK TERPIN
LOCATION

RE REGION 5 PRIORITY OVERLAY

BASED ON THE COST OF THE COTTONWOOD CREEK- HARNEY COUNTY LINE PROJECT THAT IS NOW UNDERWAY WE RECOMMEND THE FOLLOWING WITH THE $690,000 ALLOTTED TO THIS REGION -

HWY. 48, MP 40.38 TO 51.84 46.7
HARNEY COUNTY LINE TO DEVINE RIDGE ROAD SEC.

51.8
46.7
5.1

25 FOOT WIDE OVERLAY. EXISTING PAVEMENT 20 TO 22 FEET. EXISTING ROADBED WILL ACCOMMODAGE 26 FEET WITH NO EMBANKMENT. PRELIMINARY INVESTIGATION INDICATES THERE IS ADEQUATE BASE ROCK UNDER THE EXISTING SHOULDERS FOR THE TWO TO THREE FOOT WIDENING. MUST HAVE AT LEAST 1 1/2 INCH AC LEVELING, 2 INCH RECOMMENDED WITH A 1 1/2 INCH OVERLAY. THIS SECTION IS BADLY OUT OF SHAPE AND BROKEN. THREE INCH MINIMUM OVERLAY REQUIRED.

NO OVXX GUARDRAIL, EXCAVATION, EMBANKMENT, RIGHT OF WAY OR DRAINAGE IS REQUIRED. SURVEY WILL BE LIMITED TO MATERIAL SOURCE DEVELOPMENT PLAN AND FURTHER CHECKING ON MATERIAL UNDER SHOULDERS. MAXIMUM OF TWO WEEKS WORK.

$-¾3 A
DALE ALLEN

DLM¾4.

RECEIVED
OCT 7 1977
LOCATION
SECTION

NNNN
LWR MIL TT11 10-7-77 9P10-30-AM

6883

HACKLEMAN IN LOCATION

HERE IS DATA ON OVERLAY ON LOWER COLUMBIA RIVER HWY BENNETT RD TO MCBRIDE CR.
ASSUME 3½ INCH THICKNESS, VARIABLE WIDTH, TONNAGE IS 30,700.
AT $20 PER TON, COST IS $614,99// $614,000.
4 L.T.L. NEEDED WITH INCIDENTAL WIDENING COST TOTAL $40,000
WITH 20PERCENT E. AND C. TOTAL COST WOULD BE ABOUT $800,000.
SURVEY WILL TAKE 4 WEEKS AND WE COULD FIND PEOPLE FOR IT, THE LATER THE// IN THE SEASON THE BETTER. MATERIAL SOURCE WILL BE COMMERCIAL. SINCE $1,500,000 IS SET UP FOR PROJECT WE WOULD LIKE 103USE THE EXTRA ON THE WARM SPRINGS HWY OVERLAY IF POSSIBLE.
¼83¾/// FIELD WORK ON THAT IS WELL ALONG.

VK¾4.

TT 11 FROM MIL IS SIGNED BY ED HARDT

VK¾4.

LRW MIL 12 10-7-77 10.45

HACKLEMAN IN LOCATION

ADD TO SENTENCE ABOUT 20 PERCENT E.⅛ /// E.C. TOTALL COST.
¼94 GROSS ESTIMATIN COST WOULD BE UNDER $1,000,000.

SORRY AND THANK YOU

SGW¾4.

File No.

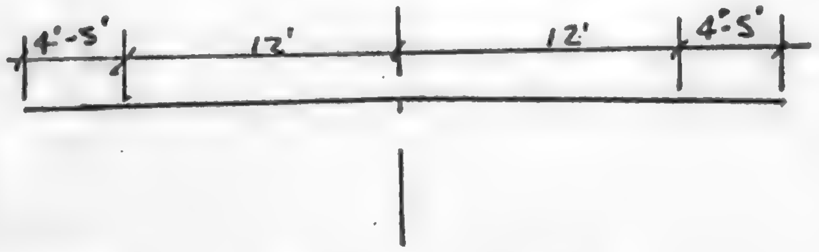
Sheet Sheets

OREGON STATE HIGHWAY DIVISION

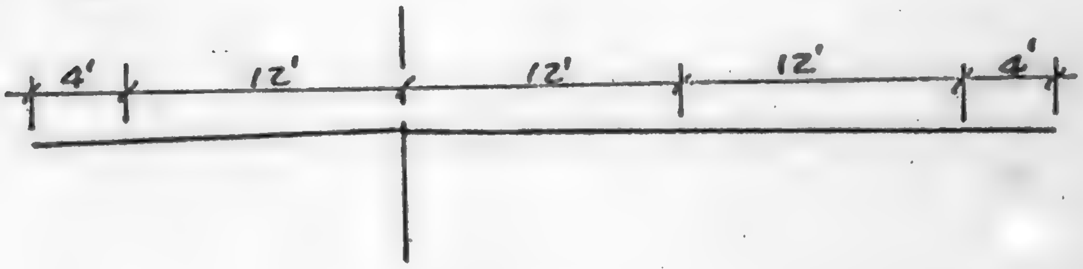
Calculations for ELBOW LK - GARDINER SECTION

Made by Checked by Date

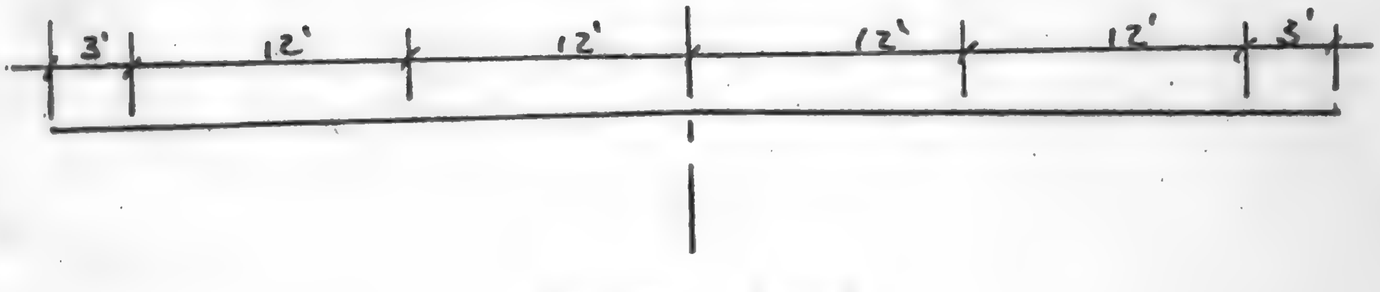
THPICAL SECTIONS



TWO LANE



THREE LANE



FOUR LANE

File No.
Sheet 2 of 2

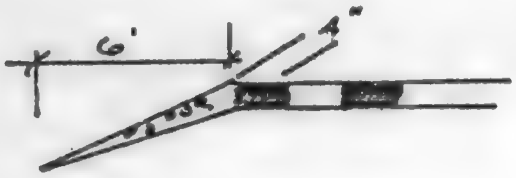
OREGON STATE HIGHWAY DIVISION

Calculations

Made by 19 Checked by 19

SHLD. AGGR.

4.97 MI. (2) (5280) = 52,480' (0.037) (1.3) = 2500 yd^3



Area = $\frac{6(0.33)}{27(2)}$ = 0.037

File No.
Sheet 1 of 2 Sheets

OREGON STATE HIGHWAY DIVISION

Calculations: ELBOW LK. - GARDINER SECT. ORE. COAST. HWY.
Made by GRASSMAN 10 1977 Checked by , 19 Backchecked by

OVERLAY QUANTITIES

M.P.	- M.P.	WIDTH	= FT²
204.23	204.33	34'	17,950
204.33	205.75	44'	329,890
205.75	206.65	54'	256,610
206.65	208.42	44'	411,210
208.42	208.84	46'	102,010
208.84	209.20	34'	64,630
			1,182,300

ASSUME 2" Leveling + 2" Overlay

1,182,300 (4)(0.00621) = 29,370 Ton

NEW GUARD RAIL

TOTAL = 11,100 FT.

ADJ. GUARD RAIL

TOTAL = 2,640 FT.

A.C. CURB

TOTAL = 2,900 FT.

PRELIMINARY QUANTITY AND COST ESTIMATE

Project: ELBOW LK - GARDINER Highway OREGON COAST

County: DOUGLAS Date: 10/6/77

ITEM NO.	ITEM	UNIT	QUANTITY	P
1	AGGR. BASE	CU.YD.	2500	
2	ASPHALTIC CONC.	TON	30,000	
[illegible]	ADJ. GUAR RAIL	LIN. FT.	2,650	
4	GUARD RAIL, TYPE 2A	LIN. FT.	11,100	
5	A.C. CURB	LIN. FT.	3,000	
			SUBTOT	
	ENGINEERING & CONTINGENCIES @ 50%			
	(Incl. Prot. & Div. & Flagging)		Tot	
	R/W Not Required			
	Section includes existing climbing lanes			
	both directions.			
	Commercial Mat'l Source			

PRELIMINARY QUANTITY AND COST ESTIMATE

GARDINER Highway OREGON COAST

Date: 10/6/77 page 1 of

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
	CU.YD.	2500	8.00	20,000
OCK.	TON	30,000	20.00	600,000
RAIL	LIN. FT.	2,650	2.00	5,300
TYPE 2A	LIN. FT.	11,100	8.00	88,800
/	LIN. FT.	3,000	2.00	6,000
		SUBTOTAL		720,100
CONTINGENCIES @ 50%				360,050
st. & Dir & Flagging)		TOTAL		$1,080,150

t Required

includes existing climbing lane in

h directions.

cial Mat'l Source

8686

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: September 30, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: F. B. Klaboe
Assistant Director for Operations

Fred

SUBJECT: Priority Overlays

There are some $10+ million of state construction projects included in our 1977-79 budget. I have been a little concerned about getting at least a portion of that money under contract early enough next year so that we can get the work done during the 1978 construction season.

Each of the five Regions has submitted a priority list of overlays and I have selected the top priority from each Region to work up contracts on so that we will be ready to let them in the January-March area next year. All of these projects are listed in Program B in the new preliminary Six-Year Highway Program.

These contracts are:

Region 1

McBridge Creek-Bennett Road Section of the Lower Columbia River Highway--estimated to cost $1,500,000

Region 2

The Deer Park Drive, S.E.-Junction Silver Creek Falls Highway Section of the North Santiam Highway--estimated to cost $954,000

Region 3

Elbow Lake-Gardner Section of the Oregon Coast Highway--estimated to cost $1,200,000

Region 4

Warm Springs Junction-Willow Section of the Warm Springs Highway--estimated to cost $800,000

RECEIVED
TECHNICAL SERVICES

OCT 3 '77

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc Versteeg
Potter
Turpin
10-3-77

Region 5

Harney County Line-Fuqua Creek Section of the John Day-Burns Highway--estimated to cost $690,000.

Please work up these jobs this fall and winter in anticipation of Commission approval early next year.

FBK:srb

cc: Robert A. Burco
H. S. Coulter
L. W. Rulien
D. H. Moehring

8686.

8

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 30, 1977

FROM: Ed
E. S. Hunter
Technical Services Engineer

NOTED
H. S. COULTER

SUBJECT:

It is my understanding that Mr. Klaboe would like to use some of our bank balance in furthering a State construction overlay and operational improvement program. Additionally, it is now that time of the year when maintenance rock production projects should be identified and placed on the letting schedule for this winter.

It is important for Technical Services to have these projects identified as soon as possible in order that they might be combined with appropriate projects and blended into the letting schedule during the winter months.

ESH:ja

cc F. B. Klaboe
L. W. Rulien
D. H. Moehring ✓
J. H. Versteeg

9-30-77
Reg. Engrs.
Please prioritize your needs.
HSC
cy Schroeder
Keasey

1978 Canyon Cr. (NW 3rd Ave.) Bridge in John Day (Grad.,pave., & St.) 8687

C&A 5990 1-26-77 2-23-78
C&A 5471 10-15-75
C&A 9547 12-2-77

8687

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE 10-30-79	BILLING REQ. NO. CC 2014	YOUR ORDER NO.	CREDIT DISTRIBUTION 312 - 1901 312 - 1050

BILL TO: Code:

City of John Day
City Council
John Day, Oregon 97845
Attn: Honorable Ralph G. Hunter, Mayor

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Canyon Creek (N.W. 3rd Avenue) Br. Section. This is an OFF SYSTEM Project # OS-1201(1)			

Fund for Project	$151,311.70
Project Costs	150,022.95
REFUND DUE CITY	$ 1,288.75

(Please send copy of itemized statment with billing)

Advance Deposit Amount	$ 73,311.70
Advance Deposit Previously Transferred to Highway Fund	$ 49,411.70
Balance	$ 23,900.00
Transfer to Highway Fund	$ 22,611.25
Refund Due	$ 1,288.75

Refund due City . . . . . $ 1,288.75

Partial or final request for billing FINAL

Number of the previous request in connection with this service. AD 43, 256, 389
CC 1616, 1803

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D. E. Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 10-30-79

CITY John Day **Contract No.** 8687 **Date Completed** 10-22-78

PROJECT # OFF-SYSTEM **Section** Canyon Creek (N.W. 3rd Avenue) Br. #OS-1201(1)

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E.	
Consultant	$ 6,835.00
State	3,813.47
TOTAL PE	$ 10,648.47
Construction	
Payment of Contractor	$123,222.05
Striping	205.76
Engineering	15,946.67
Total Construction	$139,374.48
Total Project Costs	$150,022.95
Federal Funds Collected	$ 78,000.00
City Share of Project Costs:	
Funds set for project	
SCA Funds	$ 25,000.00
City Advance Deposit	48,311.70
Federal Funds	78,000.00
	$151,311.70
Less Project Cost	150,022.95
REFUND DUE CITY	$ 1,288.75

Reference: **Billing Form** CC 2014

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.
STATE VOUCHER NO.
DATE
FHWA SCHEDULE NO.
PAID BY

Appropriation:

The United States, Dr., TO Treasurer of The State of Oregon

Address CAPITOL BUILDING, SALEM, OR 97310

STATE OREGON	FEDERAL AID PROJECT NO. OS-1201 (1)
PROGRAM APPROVED	VOUCHER PERIOD From: 3-29-76 To: 5-1-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
150,022.95	99,757.00	78.19%	78,000.00	78,000.00	0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By V.E.Skoog CONTROLLER *Authorized Officer* 10-17-79 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	CANYON CREEK (N.W. 3rd. AVE.) BRIDGE					
	CITY STREET (JOHN DAY)					
	GRANT COUNTY					
	PRELIMINARY ENGINEERING					
	TYPE CODE P.E.					
	State	All required			3,813.47	
	Consultant-Anderson,Perry & Associates	lump sum			6,835.00	
	Total Participating P.E.				10,648.47	
	CONSTRUCTION					
	TYPE CODE X021					
	STRUCTURE (STA. 0+00 to 5+69) (STA. 5+69 to 6+13.06) (STA. 6+13.06 to 7+38)					
	Final Contract Payment Summary	Lump sum			78,686.22	78,686.22 44,251.65 284.18 123,222.05
sfo#2	Permanent Pavement Stripping	all required			205.76	
	Total Participating Construction				78,891.98	
	CONSTRUCTION ENGINEERING					
	State	all required			2,767.08	
	Consultant-Anderson,Perry& Assoc.	all required			7.050.00	
	Total Participating C.E.				9,817.08	9,817.08 5,730.12 399.47 15,946.[illegible]
	MISC. PROJECT COSTS					
	Audit Expense	All required			399.47	
	Total Participating Cost				99,757.00	
	NON PARTICIPATING ITEMS					
	Final Contract Payment Summary	lump sum			44,251.65	
	Interest Paid to Contractor	All required			284.18	
	Construction Engineering	All required			5,730.12	
	Total Non Participating Cost				50,265.95	
	Total Cost				150,022.95	
	Prepared Based on Participating Costs as shown on the Federal Billing as of 10-25-79					
	AMOUNT CARRIED FORWARD					

anderson
perry
& associates, inc.

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC./TREAS.

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA JUL 12 1979 ☐
RECEIVED
REGION 5 OFFICE

July 12, 1979
Job No. 20-00

Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Attn: Mr. Roger Lang

RE: Canyon Creek Bridge

Dear Roger:

I received a copy of the memo dated June 28, 1979 from Mr. D. W. Jones concerning his recent audit of our books. As you know, I have supplied Mr. Jones with complete financial records on our Company for the past three years, and a detailed breakdown of how we arrived at our overhead factors. In his latest memo, Mr. Jones indicates that he has received this information and still does not agree with our factors.

I am still not satisfied with the audit that was completed by Mr. Jones. Since I hope to be writing additional consulting agreements and doing more of this type of work in the future, I would like to become familiar with specifically which overhead costs are ineligible and exactly how to compute overhead factors the right way. Also, I would like information on the specific regulations which outline such ineligible overhead costs. In the past, I am sure that Mr. Jones has never had anyone question his methods or the rules by which he operates. However, since this is an audit on a private contract, I feel that additional information should be supplied to us.

I would appreciate receiving a letter addressed to me from Mr. Jones which clearly outlines specifically the ineligible overhead costs that were deleted in his calculations, and the specific regulation reference which shows these costs to be ineligible. In this way, I hope to be able to understand the regulations a little better next time so that I don't make the same mistake twice. Auditors for other agencies have been very cooperative in giving us this information, and we have made subsequent changes in our bookkeeping procedures that made future identification of eligible and ineligible costs easier. I would like to do this for future projects with your agency also.

I realize that by thoroughly cross-checking the information I sent to Mr. Jones, and the detailed breakdown of costs he supplied with his memo, I could determine for myself, hopefully, which items were ineligible. Also, by thoroughly reviewing the Federal Highway Administration Regulations, I could determine which regulations define these overhead costs as ineligible. However, it seems to me to be much simpler if Mr. Jones could simply communicate with me directly the differences in our methods, the reasons for the differences, and the regulations which created these differences. If this type of open communication could be developed, I am sure that in the future our methods would become more consistent with yours, and our differences would disappear. We are a profit-motivated private business, and the monies remaining in a job after all the expenses are paid determines our profits. Therefore, it is important to us that we fully understand the rules by which we must operate.

Thank you for your assistance to date in this matter, and I hope that Mr. Jones will understand my concern and that a letter outlining the above items will be forthcoming from him.

Very truly yours,

Stephen C. Anderson, P.E.

SCA/kl

cc: Mr. D. W. Jones,
Oregon State Highway Division - Salem
File: 586-00-02

cy Marvin Murphy
Buzz Swan

FORM 81-734-3030

☐ RE ☐ RCE ☐ RME ☐ ROE

☒ RFA

FILE: ☐

JUL 02 1979

RECEIVED
REGION 5 OFFICE

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
June 29, 1979
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Canyon Creek Bridge
(John Day)
Grant County

TO: Roger Lang
Region Federal Aid Engineer

Per your memo of June 11, 1979 on preliminary engineering charges on the subject project, I have researched our files and have been able to verify $767.08 charged to Environment (923) on the subject project. (I can't explain the difference between that and $816.37 shown on your report.)

The review and processing of the assessment and the Section 4f response to the question raised by the Federal Government was largely accomplished by administrative actions here in the Section. PE charges for this effort would have been within the $200 originally budgeted.

The additional charges were to conduct the noise measurements and noise analysis, and prepare the written noise study report as required by the Federal Highway Administration. As it turned out, the noise information was useful in keeping the Department of Interior out of the picture.

I note that the consultant was advised of the necessity of a report and our intention to prepare one.

We should have charged consultant

If anything further is needed, please let me know.

GAP:ss

cc: D. E. Swan 7/2/79 M
cy Region

Cy Jim Kinns
Please note obvious difference of $49.29 – Peanuts to us but its money to John Day
Roger

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit Unit
DEPT.
2874
TELEPHONE

INTEROFFICE MEMO

DATE: June 28, 1979

TO: Roger Lang
Region 5 FA Engineer

FROM: Dettmar W. Jones
Staff Auditor D.W. Jones

SUBJECT: Anderson, Perry & Assoc.
City of John Day
OS-1201(1)
Canyon Creek Bridge

Your memo dated June 4, 1979, to D. E. Swan, attention Hal Reynoldson, conveyed Mr. Anderson's dissatisfaction with the conduct of the audit and returned the final payment (Warrant 47940 for $612.50) marked VOID. Subsequent conversations between you, Steve and myself have resolved partially the objections raised. I have requested today, at your suggestion, issuance of a new warrant for $612.50 in tentative settlement.

This memo, with copies to those who received your memo, will address itself to the specific questions which Steve raised. It will confirm for the record our several oral discussions.

1. Overhead allowance - Subsequent to the date of the agreement authorizing subject project, FHWA and OSHD procedures require a "pre-award evaluation" by an auditor before approval of a negotiated agreement between a consultant and a government entity. Such a procedure avoids misunderstandings of eligible overhead factors and rates.

   Preliminary engineering was done by consultant in the period from March-September 1976 for an agreed lump sum and was not subject to audit. Please note that in that phase of the project we allowed the original proposal rate of 81.3% for indirect costs.

   Construction engineering was done by consultant in the period March-November 1978 on an actual-cost-plus-fixed-fee basis. Amendment #2 established the provisional O/H rate of 75.7% subject to adjustment to actual cost following audit of the completed project.

   The Statement of Net Income for the year ending March 31, 1978, was the latest report available at the date of my audit, April 3, 1979. Steve's computation put the O/H figure for that period at 67.91% compared to my computation at 62.47%. I attach a copy of my analysis showing that the significant difference is the items that are ineligible for FHWA participation.

   Steve has since supplied a Statement of Net Income for year ending March 31, 1979 that covers the period in which construction engineering costs were incurred. He computes actual O/H costs at 81.34%. I delete the ineligible costs and compute the rate at 71.76%. While this figure reduces my audit adjustment by $338.66, Steve has excess costs audited and not billed ($863.61) which precludes any upward revision. We are still limited to $7,050 authorized maximum, so the revision is academic.

2. Short Notice of Audit - During the week of March 26, 1979, I set up six appointments for audits in eastern and central Oregon during the following week. My repeated calls to Steve's office failed to reach him. Only on Monday, April 2, was I able to talk to him early in the morning before leaving on my trip. LaGrande was my first audit on the following day. The notice was short, but I did try to give more.

   Likewise on the exit interview, which I always attempt to include with all audits, Steve was traveling while I was in his office, so I left a note outlining my needs. Only on June 15, 1979, did he supply the data needed for the overhead computation as discussed.

3. Amendment #3 - The only problem in this regard was, as you stated, a lack of correspondence in OSHD files to explain the relationship of the Amendment to consultant's billings.

   Concerning future audits at Anderson-Perry, we now share a prior understanding of the principles of O/H determination for FHWA reimbursement (contract type, when incurred, eligible items, provisional rate for progress billings and adjustment to actual cost following audit, within the authorized maximum project cost). I will continue to make every effort to give advance notice and to discuss audit findings with Steve. Thank you all for your cooperation.

DWJ:njc

cc: Bill Diest
Steve Anderson
Bud VanCleave
D. E. Swan

Anderson-Perry & Assoc's, Inc
FAP #-OS-1201 (1) - Canyon Co Bridge
Overhead Allowance (1978)

Jones
4/3/79

G/L account	Total	Direct 83%*	Indirect 17%*
Salaries & wages:			
Officers		48730.70	7578.83
Others		160686.32	37486.05
sub-total*	254481.90	209417.02	45064.88
Payroll taxes	24553.76	18415.32	6138.44
Vac., S/L, Hol's. *	11970.34	9935.38	2034.96
Benefits *	11779.04	9776.60	2002.44
Direct labor base per Agreement rate sched	302785.04	247544.32 ②	55240.72
Indirect costs - (eligible)			
Bonuses			7217.41
Matls. & supp's.			13944.09
Printing			2349.55
Rent			4467.50
Utilities - phone			11912.73
Repair & maint.			2064.37
Office			8064.98
Legal & acctng.			3384.80
Insurance			7544.29
Taxes & licenses			2562.12
Dues & subs			1688.60
Auto & trucks			10539.18
Travel			12273.48
General			1565.43
Depreciation			9827.65
sub-tot. non-labor			99396.18
Total indirect costs			154636.90 ①

O/H factor = 62.47%
on billing format
154,637 ÷ 247,544
① ②

Inclusion of Bonuses
in labor base reduces
% to .5814

NOTED
V.E. SKOOG

Anderson-Perry & Associates, Inc.
FAP# OS-1201(1) – Canyon Creek Bridge
Overhead Allowance (1979)

Jones
6/26/79

	1	2	3	4
Income Statement	Total	Direct .7828 *	Indirect .2172 *	
Salaries & wages	$	$	$	
Officers		44296.69	12830.61	
Others		212186.78	58334.16	
sub-total*	327648.24	256483.47	71164.77	
Payroll taxes	31562.54	22062.22	9500.32	
Vac., S/L, Hol. *	20196.50	15809.82	4386.68	
Benefits & I.R.A. *	21250.17	16634.63	4615.54	
Direct labor base	400657.45	310990.14 ②	89667.31	
Indirect costs (eligible):				
Bonuses			11228.15	
Materials & supplies			11762.42	
Printing			6538.02	
Rent			13631.84	
Utilities, phone			20251.68	
Repair & maint.			4727.05	
Office			11112.83	
Legal & acctng.			4913.81	
Insurance			11284.90	
Taxes & licenses			3222.87	
Dues & subscriptions			2349.64	
Auto & trucks			13065.17	
Travel			4697.09	
General			510.00	
Depreciation			14513.07	
Sub-total non-labor			133514.54	
Total indirect costs			223181.85 ①	

O/H factor:

$$\frac{① \ 223,181.85}{② \ 310,990.14} = 71.76\%$$

Labor $3,645.34 × .7570	$ 2759.50
.7176	2615.90
Audit adjust. <.0394>	< 143.60 >

4804: Buff
5804: Blue
8804: Green

STATE OF OREGON

ROAD DESIGN SECTION 378-6558
DEPT. TELEPHONE

INTEROFFICE MEMO

TO: Roger C. Lang
Region Federal Aid Engineer

DATE: June 18, 1979

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Engineering Charges
Canyon Cr. (NW 3rd Ave) Br. Sec.
OS-1201 (1) Prefix 312-1050
City of John Day

In answer to your letter request to D. E. Swan of June 11, 1979, following is a justification of our charges:

Final Design	Crew No.	007-01
Date	**Work Performed**	**Charges**
Feb. 13 & 14, 1978	Plan & Profile Grade Check	$48.00
Mar. 12, 1979	Order & Distribute Plans for As-Constructed update of plans by Consultant	$14.96

The plan and profile grade check is a computerized printout prepared on all projects and sent to the resident engineer for his use in monitoring the project.

Specifications Unit (Charges prior to contracting)

Specification Writers	$619
Type and print Specifications Print Plans	$253
	$872

The work performed by the specification writer consists of finalizing specifications, writing section 100, compiling required Federal specifications, verifying quantities, finalizing estimate, and preparing plans and specifications for final printing.

DOC:mw
cc: D. E. Swan ✓
C. T. Keasey

STATE OF OREGO

INTEROFFICE MEMO

TO: Mr. Roger Lang
Region 5 Federal Aid Engr.

DATE: June 15, 1979

FROM: Walter J. Hart
Bridge Engineer

SUBJECT:
Engineering Charges
Canyon Cr. (NW 3rd Ave.) Br. Sec.
City of John Day
CON 8687

The $195.60 charge that the Bridge Section made to Prefix 312-1050 was for a review of the deck membrane. We have determined that some of these charges were not appropriate and have transferred $130.40 to our overhead.

In addition to the above charge, we have spent $619.65 that has not been charged to 312-1050. These costs were for the design check that the Federal Highway Administration requires on this type of project and for making revision to the consultant's drawings. They are legitimate charges, and we would normally transfer them to the job. In view of the overrun on this project, we will absorb them in our overhead.

PAA:dh

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA JUN 18 1979 ☐
RECEIVED
REGION 5 OFFICE

cy Region

cy Region
D.E. Swan
For your information
Roger

✓ H M B

1-125-1387

☐ RE ☐ RCE ☐ RME ☐ ROE

☒ RFA FILE: ☐

JUN 14 1979

RECEIVED
REGION 5 OFFICE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR
June 12, 1979

Warren Richards

FROM: Warren Richards
Const. Office Coordinator

TO: Roger Lang
Region 5 Federal Aid Engineer

SUBJECT: Engineering Charges
Canyon Creek Bridge
FAP # OS-1201(1)
Contract No. 8687

I have reviewed the engineering charges made to the subject project by the Construction Branch and feel no transfer of costs are in order. Most of the charges were made by our Contract Payments Unit for preparing the Project Authorization Sheet, zero estimate, processing six progress estimates, a semi-final estimate, and nine change orders. This required thirteen manhours at a cost of approximately $133. Five hours were required by our Final Estimates Unit to check the semi-final quantities and one hour was charged by our Quality Control Unit in reviewing the test result summary and related data. This came to approximately $91 according to our records. (We were apparently using too low of load factor in a few cases as your chart shows this work cost four more dollars than we had shown in our job charges.)

The above work items are always job charged and are not considered administrative costs. We normally record our job charges to the nearest hour and many of the subject charges were made in one hour increments. I cannot, therefore, say that the total time charged is accurate to the nearest half-hour but it is our best estimate and, I believe, reasonable for the work performed.

WR:mk

D.E. Swan
Region
Jim Kuina
H.N. VanCleave

This was not anticipated when Monitoring Costs were estimated - Will have to be considered on feature jobs -

Roger

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
JUN 18 1979
H
File: PM FA
LG OP
TAA ________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

June 11, 1979

FILE:

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: D. E. Swan
Operations Programming Engineer

SUBJECT: Preliminary Engineering Charges
Canyon Cr. (NW 3rd. Ave., John Day)
Bridge Section (John Day Highway-Canton Street)
Prefix 312-1901

SALEM

Attached is a copy of the approved Authority for Survey showing the anticipated charges, by the various sections of the Highway Division, for preliminary engineering.

I know this was one of the early authorities prepared where a Consultant Engineer was involved but the fact remains that we have overrun the stated amount considerably without documenting the need or requesting additional funds.

Attached is a line item breakdown (as I see it) of items with comments concerning the charges. By copy of this letter I am asking for transfer of charges, if possible, or an explanation of charges shown.

6/21/79 Transfer of Project Management Charges from 312-1901 to our Administrative prefix will be made. DES

RCL:vt
Enc.
cc: F. E. Terpin
Duane Christensen
Jack Sullivan
Gary Potter
Jim Kinns

PROJECT MANAGEMENT
PME ☐ CCE OM ☐
LGE ☐ FAE CFL ☐
JUN 20 1979
File: PM FA
LG OP
TAA

Roger

-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

June 11, 1979

SUBJECT: Preliminary Engineering Charges
Canyon Cr. (NW 3rd. Ave,, John Day)
Bridge Section (John Day Highway-
Canton Street)
Prefix 312-1901

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: D. E. Swan
Operations Programming Engineer

SALEM

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I know this was one of the early authorities prepared where a Consultant Engineer was involved but the fact remains that we have overrun the stated amount considerably without documenting the need or requesting additional funds.

Attached is a line item breakdown (as I see it) of items with comments concerning the charges. By copy of this letter I am asking for transfer of charges, if possible, or an explanation of charges shown.

6-25-79

DE Swan -
We have made no charges against 312-1901-914. All charges must be from Regional Utility Engineer.

Jack Cartwright

RCL:vt
Enc.
cc: F. E. Terpin
Duane Christensen
Jack Sullivan
Gary Potter
Jim Kinns
Roger Trygstad ✓
Harlan Gerlach

NOTED
J. M. CARTWRIGHT

RECEIVED
JUN 21 1979
RR & UTILITY UNIT

9

RP

Form 3-79 (Rev. 9-71)

Swan

Eply

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section John Day Hwy-Canton Street(John Day)

Highway City Streets (N.W. 3rd AVE.)

County Grant Region 5

Date August 25, 1975

Authorization No. 1

Survey Prefix 312-1901 (Assigned by Salem office)

Description of termini, route, length, etc.: From MP 161.86(+-) on the John Day Hwy No. 5, easterly along N.W. 3rd Avenue to Canton Street

Project No. OS-1201(1)

☐ RE ☐ RCE ☐ RRE ☐ R

☐ ROE APR 8 1976 ☐

☐ RDE RECEIVED REGIONAL OFFICE ☐

Salem

Purpose of survey:

Monitor P.E. Work by Consultant	901	$ 500.00
Final Design and Review	905	200.00
Environmental Assessment and Review	923	200.00
Prepare Plans and Specifications	921	500.00
		$ 1,400.00

Estimate of cost:

Total estimated cost of survey	$ 1,400
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
R.C. Lang
Field Engineer

Recommended for Approval:
Warren E. Schwartz
Regional Engineer

Recommended for Approval:
Victor D Wolfe
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 3-29-76
FED. AID 05 STATE

Form E-147

~~Roger~~ Buzz Swan

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Canyon Cr. (N.W. 3rd Ave., John Day) Br. Sec
PreFinl 312-1901

Function No.			Approved Amount
901		Monitor P.E. Work by Consult.	$500.00
904		Consultant FEE	$6835.00
905		Final Design	200.00
906		Bridge Design	–
913		Right of Way Liaison	–
914		Utility	–
918	?	Location Studies	–

SHEET 1 OF 2 SHEETS

Charges	Over-run Under-run	Comments
$388.02	-22.4%	
6835.00	—	Lump sum amount as per Consut. Agrmt.
800.40	300%	Over-run - this item was vastly underestimated, but should have had request for more funds, I can Explain these costs to City without any problem
4.50		Again underestimated (overlooked) this shows less than 1% of what Br. Design expended for check of Br. Drawings - Walt has absorbed $619.50. I will definately point this out to the City.
6.70		overlooked Liaison necessary to certify R/W no problem to explain
230.67		overlooked this item, plan review and cost est. for revisions are required by Utility Sec. Consultant required to identify & design relocations If these costs cannot be transfered I will try to Explain to the City.
806.19	?	UNANTICIPATED ITEM. It was understood the Consultant would furnish any and all information for the project. If we did some studies without Asking the Consultant to obtain the informa- tion I think we are at fault. If there is a way to transfer these costs then we should I have no record that the Consultant asked for assistance. Please identify charges.

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Function No.		Amount Approved
920	Project Management	$ —
921	Specifications	500
923	Environmental Review	200
		$ 8,235

SHEET 2 OF 2 SHEETS

Charges	Over-run Under-run	Comments
93.62		Unanticipated, it was assumed any charges would be made to HPR Prefix
871.82	+74%	Basically this amount was for inserting required wage, EEO, etc. - Consultant Agreement called for the specifications to be written by the Consultant - If the specs. sent in by the Consultant did not fit what was needed we should have sent them back to him for revision. The draft spec's prepared by the Consult. appear to correspond closely with what was printed. Can we transfer any of these costs?
816.37	+308%	This amount was set up for REVIEW - City prepared draft assessment which was re written by Region staff - Apparently additional work was required somewhere along the line, possibly 4-f correspondence but I don't see how it could add up to 308% overrun. If charges cannot be transferred I will need history of charges so I can explain to city.
10,853.29	+31.8%	

HEET

		Amount Approved		Charges	over-run Under-run		Comments
		$ —		$ 93.62			Unanticipated it was
							charges would be made
		500		871.82	+74%		Basically the amount
							required was, EEO,
							Agreement [illegible] for
							to be written by the
							the specs. [illegible] in by
							did not fit what was
							should have sent the
							him for revision.
							Spec's prepared by the
							appear to correspond
							what was printed.
							any of these costs
		200		816.37	+308%		This amount was p
							City prepared
							which was re writ
		$ 8,235		$ 10,853.29	+31.8%		Staff- Apparently
							was required some
							line, possibly 4-
							but I don't see how
							add up to 308%
							charges cannot be
							will need history
							can explain to

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

June [illegible] 1979

FILE:

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: D. E. Swan
Federal Aid Manager

SALEM

SUBJECT: Engineering Charges
Canyon Cr. (NW 3rd Ave.) Br. Section
OS-1201(1), Prefix 312-1050
City of John Day

As a result of Steve Anderson, Consultant Engineer for the above subject project, inquiring about payment of his engineering fee, I have done some digging into the project engineering charges which has opened my eyes. Engineering charges on this project are very sensitive as all Federal participation was required for PE/Construction with construction engineering being 100% city expense.

Attached is a copy of engineering charges furnished by Jim Kinns, Accounting Section, which identifies charges made by the various crews involved with the project. Also shown are my comments, request for investigation and clarification and transfer of charges where appropriate. By copy of this letter I am asking the supervisor of each crew to carefully review charges made to this project and where appropriate. If a transfer of charge is not possible, I am asking for an explanation of the work performed as I have been "put on notice" to explain all engineering charges to the City when the final billing is presented.

This will also include charges by the State for preliminary engineering. It would be helpful if Hal could gather up the breakdown and explanation of these charges. I am still snowed by specifications and utility charges.

I have no qualms about explaining the engineering charges made but I will have to know why they were made and if they are justifiable under the terms of the Construction Finance Agreement.

I think it may be time for another meeting of the F. A. Engineers and I would like to see the final billing process on the agenda.

RCL:vt
Enc.
cc: C. T. Keasey
Jim Kinns
Duane Christensen
Walt Hart
John Jenkins
Ellis Jones

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
IGE ☐ FAE 9 OPE ☐
JUN [illegible] 1979
File: PM FA
FAA ________ LG OP

OS-1201(1) Prefix 312-1050 DE [illegible]

Canyon C. Br. (N.W. 3rd) John Day 6-5-79

Analysis of 900 Series Charges J.K.

Bid Letting 2/23/78 - Award 3/14/78

No.	Crew	78 Feb.-Apr.	May	June	July	Aug.
	No Identification	<11170>	4462	1225	2043	2303
	If we can't identify source how can we charge the City ?					
00701	Final Design Engr.	4800	—	—	—	—
	Please advise what costs are for					
00800	Constr. Engr.	1976 (N)	—	—	—	3808
	What are these charges ? Could they be put under Admin					
* 08036	H.N. Van Cleave	2975	1491	12815	91932	50858
	These charges subject to review & transfer					
	Consultant (904) O.K.	—	128782	—	217552	149568
** 01100	Mat'ls & Research	—	1036	73403	4950	55
	Please review, if appropriate transfer costs to O					
** 08049	Ellis Jones		30237	3692	—	—
	Please review, if appropriate transfer costs to					
99400	Proj. Management		—		1800	
	Minor charges, but what are they for ? Are					
08067	W. C. Ferguson		—	—		85889
	Field Records (subject to review & transfer).					(85121)
01000	Structures			—		
	Please advise what these charges are for -					
* 08058	Barry Hatcher					
	Plantings & A.C. Paving materials - Hatcher will trans					
00701	Final Design Engr. (Also shown Above		—	—		
	Sub Totals	<1419>	166008	91135	318277	320496
	Training (950)					
** 08036	H.N. Van Cleave					
	— Transfer these charges —					
	Audit Exp. (915)					
00500	Highway Accounting					

No	Identification	<11170>	4462	1225	2043	2303
	If we can't identify source how can we charge the City ?					
00701	Final Design Engr.	4800	—	—	—	—
	Please advise what costs are for					
00800	Constr. Engr.	1976 (N)	—	—	—	3808 (N)
	What are these charges ? Could they be put under Administ					
* 08036	H.N. Van Cleave	2975	1491	12815	91932	50858
	These charges subject to review & transfer May					
	Consultant (904) O.K.	—	128782	—	217552	149568
** 01100	Mat'ls & Research	—	1036	73403	4950	28070
	Please review, if appropriate transfer costs to ORS 5					
** 08049	Ellis Jones	—	<30237	3692	—	—
	Please review, if appropriate transfer costs to ORS 5					
99400	Proj. Management	—	—	—	1800	—
	Minor charges, but what are they for ? Are					
08067	W. C. Ferguson	—	—	—	—	85889
	Field Records (subject to review & transfer)					(85121)
01000	Structures	—	—	—	—	—
	Please advise what these charges are for -					
* 08058	Barry Hatcher	—	—	—	—	—
	Planting of A.C. Paving materials - Hatcher will transfer ch					
00701	Final Design Engr. (Also shown Above	—	—	—	—	—
	Sub Totals	<1419>	166008	91135	318277	320496
	Training (950)					
08036	H.N. Van Cleave					
	— Transfer these charges —					
	Audit Exp. (915)					
00500	Highway Accounting	—	—	—	—	—
	Grand Totals	<1419>	166008	91135	318277	320496

* Van Cleave to review charges and submit transfer of charges where

** Should have been charged to ORS 5-277, Prefix 12-8203-900 - Please

** Training prefix charges WILL BE transfered

6-5-79
J.K.

Note: FHWA participation is exhausted by Contract
"Engineering is at 100% City Expense"

	Aug.	Sept	Oct	Nov.	Dec.	'79 Jan.	Feb.	Mar.	Apr.
43	2303	721	773	—	647	—	3300	—	958
City $									
	—		—	—	—	—	—	—	—
	3808 (N)	982 (N)	—	—	1050 (N)	—	2206	12786	—
r Administrative Are[illegible] $									
32	50858	53351	137618	143934	24200	—	—	—	—
Mar [illegible] rent SEt up $4,350									
52	149568	—	147848	—	—	—	—		—
60	28670	5350	3650	20729	4050	—	—	—	—
to ORS $ 277									
	—	—	—		—	—		—	—
to ORS $ 277									
00		—	—	(Programming Project with FHWA)				1200	—
Are we Charging for correspondence?									
	85889	61074	OK 4046	10472	5712	—	—	238 OK	
	(85121)	10.74	(0.00)	(30.74)	(28.56)			(2.38)	
	—	—	13040	—	6520	—			
	—		—	4391	12237	1141	—	—	—
transfer charges									
	—		—	—	—	—	—	1496	—
77	320496	21478	306979	179526	54416	1141	5506	15720	958
	—	14936	1664	—	—	—	—	—	—
	—		—	—	—	—	—	—	21311

More to Come

Guess we need to Allow

2043	2303	721	773	—	647		3300		
the City ?									
—	3808 (N)	982 (N)	—		1050 (N)		2206	12786	
under Administrative Profit ?									
91932	50858	53351	137618	143934	24200		—		
transfer May Amount Set Up ?				4350					
217552	149568	—	147848	—					
4950	28070	5350	3650	20729	4050		—		
costs to ORS ?		277							
costs to ORS ?		277							
1800				(Programming Project with FHWA)				1200	
fer ? Are we Charging for correspondence ?									
	85889	61074 OK	4046	10472	5712	—	—	238	OK
	(851.21)	.074	(0.00)	(30.74)	(28.56)			(2.38)	
		—	13040	—	6520				
for -									
				4391	12237	1141			
transfer charges -									
								1496	
318277	320496	21478	306979	179526	54416	1141	5506	15720	
		4936	1664	—					
318277	320496	16414	308639	179526	54416	1141	5506	15720	22

More to Come

Guess we need to allow
$1,000 to tell Local Govt
the money was spent

of charges where appropriate

8203-900 - Please review your records and transfer those which are appro

Authorized Charges: Consultant

Monitor

ORS by req. of Consultant

Note: FHWA participation is Exhausted by Contract Items
"Engineering is at 100% City Expense"

	7	8	9	10	11	12	13	14
S.t	Oct	Nov.	Dec.	79 Jan.	Feb.	Mar	Apr.	Totals
							Tgt	276.07
721	773	—	647	—	3300	—	958	(?) 5262
	—	—	—	—	—	—	—	4800
	—	—		—	2206	12786	—	14992
982 (N)	—	—	1050 (N)					7816
tive	Prefix 8				—	—	—	51974
53351	137618	143934	24200	—				
ent	SEAkcp	14350			—	—	—	643750
—	147848	—	—	—				
5350	3650	20729	4050	—	—	—	—	141238
277								33929
	—			—	—	—	—	
277						1200	—	3000
		(Programming Project with FHWA)						
	Charging for	correspondence						
61074 OK	4046	10472	5712	—	—	238	OK	167431
(?74)	(0.00)	(30.74)	(28.56)			(2.38)		152363
—	13040	—	6520	—		—		19560
		4391	12237	1141	—	—	—	[illegible]
	ES					(1496)	—	1496
21478	306979	179526	54416	1141	5506	15720	958	1580217
								[illegible]
54936	1664	—	—	—	—	—	—	
—	—	—	—	—	—	—	21311	21311

More to come

	721	773	—	647	—	3300	—	958	(2) 5262
									4800
(N)	982 (N)	—	—	1050 (N)	—	2206	12786	—	14992
tive Profit?									7816
	53351	137618	143934	24200	—	—	—	—	519174
ment SEA up 14,350									
	—	147848	—	—	—	—	—	—	643750
	5350	3650	20729	4050	—	[illegible]	—	—	141238
277									
	—	—	—	—	—	—	—	—	33329
277									
		(Programming Project with FHWA)					1200	—	3000
Charging for correspondence?									
	61074 OK	4046	10472	5712	—	—	238 OK	—	167431
)	1074	(0.00)	(30.74)	(28.56)			(2.38)		152363
/	—	13040	—	6520	—				19560
		—	4391	12237	1141				[illegible]
rges?									
	—	—	—	—	—		1496	—	1496
	214478	306979	179526	54416	1141	5506	15720	958	1580217
	54936	1664	—		—				[illegible]
								21311	21311
	176414	308639	179526	54416	1141	5506	15720	22269	[illegible]
						Reduced to			[illegible]

More to Come

Guess we need to Allow
$1,000 to tell Local Gov't what
the money was spent

here A appropriate

lease review your records and transfer those which are appropriate:

Authorized Charges: Consultant $7,050 - 904

Monitor 4,350 - 900-01

(OKs by reg. Consultant 1,200 12-2203-900)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

June 4, 1979

FILE:

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: D. E. Swan
Federal Aid Manager

ATTENTION: Hal Reynoldson

SALEM

SUBJECT: Consultant Fees
Anderson-Perry and Associates
Canyon Cr. (NW 3rd Ave.) Br. Section
City of John Day
OS-1201(1)

Steve Anderson of Anderson-Perry and Associates returned check No. 047940 (warrant No. 74325486) for $612.50 marked void to me this a.m. as he felt the audit process of April 3, 1979 regarding his fees had not been properly conducted for the following reasons:

1. Overhead allowance of 75.7% was reduced to 62.47%.
2. Short notice of audit, phone call one day in advance.
3. Ammendment No. 3 to Consultant Agreement was not considered as work was performed prior to approval by FHWA and State.

Overhead allowance. A review of our files shows the figure was accepted by the City on 11/23/77 and forwarded to the Accounting Section on 12/2/77. Dett Jones refers to this in his audit report of 5/25/79 but was unable to justify the figure of 75.7% during his review on April 3, 1979 and asked for any supportive data by note (attached) left in Anderson-Perry's office.

I can't quite understand how we have allowed an overhead amount since the beginning of construction and then suddenly find it is an unsupported amount. However, under the terms of the approved Consultant Agreement, we can only pay $7050. The check enclosed is for $612.50 and represents the final payment we can make. By copy of this letter I am asking the Accounting Section to issue another check. Steve will bill the City for the remaining amount.

Short Notice of Audit. Steve feels an audit is a very important function and regrets only one days notice was given. Because of previous commitments he was unable to be there and feels all the proper information may not have been presented.

Ammendment No. 3. This ammendment was approved by the City and forwarded to H. N. Van Cleave on 12/18/79. This ammendment increased the maximum fee for construction engineering from $7050 to $8496.36 based on the explanation contained in Steve's letter of November 28, 1978.

I remember some discussion of this item in January with Mainor and Hal and it was the consensus that this was an after the fact ammendment, we were already into 100% City money and it would make less paper work and costs if the City were to pick up any extra monies. Van Cleave contacted Ruth Crim and Steve Anderson to explain the situation and everyone agreed it would be best to not cloud the issue and let the City pick up the additional construction engineering money.

It appears that we were lax in that no correspondence was exchanged confirming verbal agreements concerning Ammendment No. 3. The City has approved a maximum engineering fee of $8496.36 contingent upon monies being available within the City's advance deposit and return of the excess monies to the City.

I have made a quick survey of the Accounting printout of March and I am unable to indentify the charges shown for engineering. Field figures available to me show costs of $7050 to the consultant and $6791 monitoring charges which comes to $13,841.00. The FINAL ESTIMATE shows $16,250 which is $2409 above what can be identified in the field.

I have discussed this situation with Jim Kinns, Supervisor, Contract Accounting Unit, who is going to dig into the construction engineering charges in an effort to find where they came from. I feel we must identify each cost very clearly as the City is responsible for all costs above $103,000 and has deposited $48,311.70 with the Highway Division for this project. Also, I feel we should look at P.E. charges in order to be sure all charges are valid. Example, the project specifications were prepared in the field by the Consultant. Some revisions were made but from the charges made it appears as though they started from scratch.

It appears as though a considerable sum of money should be returned to the City. I request this be done at the earliest possible date.

RCL:vt
cc: Bill Diest
Steve Anderson
Jim Kinns
Dett Jones
H. N. Van Cleave

The Oregon Department of Transportation
way Division

ER 96-10/1232
SALEM, OREGO

WARRANT

74325486 73404	DATE 5/31/79	HECK N 047	PAY ******612	LLARS A 50	CENTS	$ $61 50

FORM 81-734- 50

HIGHWAY FUND

d after 2 years from date o ue"

TO THE ORDER OF ANDERS , RRY & SSOCS INC

ADMINISTRATO HIGHWAYS AN ECTOR OF TRANSPO

VOID

⑈74325486⑈ ⑆123200101⑆ 73404⑈

EGON STATE HIGHWAY DIVI N

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

WARRANT NUMBER 47940

ANDERSON, PERRY & ASSOCS INC
PO BOX 1301
LA GRANDE OR 97850

VOUCHER DATE 5/30/79

TOTAL AMOUNT $ 612.50

8687 EST. 11 FINAL PROJECT: CANUON CREEK BRIDGE (3RD AVE)

$

BY

RECEIVED
JUN 01 1979

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

13,885.00	13,272.50	612.50

Total Payments . . . .

Auth.: P/E $6,835 (lump sum)
C/E 7,050 (actual cost)

Prepared & Approved by:

D. W. Jones 005-00
Auditor

Approved by:

Responsible Supervisor

Charge: 312-1050-900 ㊿ P1 $612.50

Charge: ________

Charge: ________

Charge: ________

Charge: ________

Credit: ________

Form 81-734-1359 (11-73)

SUMMARY SHEET - SERVICES, RAILROAD & UTILITY INVOICES

TE HIGHWAY DIVISION Salem, Oreg. May 21, 1979

able To: Anderson, Perry & Assoc's., Inc.
P.O. Box 1301, LaGrande, OR - 97850

Project: Canyon Creek Bridge (3rd Ave.) Hwy. Agr. No.: –

Contractor: City of John Day Contract No.: 8687

Agreement or Work Order No.: 586 Estimate No.: 11 FINAL

Period Covered: 4/1/76 - 11/30/78 Project No.: OS-1201(1)

Invoice or Billing #	Description	Total Amount To Date	Previous Amount	Present Amount
	Estimates #1-#5 P/E (L/S)	6,835.00	6,835.00	
	" #6-#10 C/E (A/C)	6,437.50	6,437.50	
dated 10-11-78	SEPT. C/E	603.49		603.49
12-22-78	OCT.-NOV. billed $2,318.98			
	less audit adj. < 482.26>			
	less excess cost <1,827.71>			
	Bal. payable 9.01	9.01		9.01
	Invoice copy attached.			
	Sugg. 12/18/78 not approved.			
Totals		13,885.00	13,272.50	612.50
Retained 0 %		–	–	–
Total Payments		13,885.00	13,272.50	612.50

Auth.: P/E $6,835 (lump sum)
C/E 7,050 (actual cost)

Prepared & Approved by:

D. W. Jones 005-00
Auditor

Approved by:

Responsible Supervisor

Charge: 312-1050-900 (50) P1 $612.50

Charge:

Charge:

Charge:

Charge:

Credit:

Form 81-734-1359 (11-73)

anderson perry & associates, inc.

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC./TREAS.

RECEIVED
DEC 2 6 1978
CITY OF JOHN DAY

December 22, 1978
Job No. 586

City of John Day
240 South Canyon Boulevard
John Day, Oregon 97845

APPROVED CITY OF JOHN DAY
Ralph G. Hunter
Ralph G. Hunter, Mayor

Invoice for Professional Services through November 30, 1978:

Construction Engineering, N.W. 3rd Avenue Bridge

A description of works in progress is as follows:

1) Construction Engineering completed and job accepted.

A breakdown of costs is as follows:

S. C. Anderson 20½ hrs. @ $21.12/hr.	$ 432.96	
B. Ables 12 hrs. @ $6.89/hr.	82.68	
H. Boggs 5 hrs. @ $7.81/hr.	39.05	
Subtotal	$ 554.69	
Overhead Allowance (75.70%)	419.90	
Subtotal Including Overhead	$ 974.59	
Profit	102.39	
Subtotal	$ 1,076.98	
Bagett-Griffith and Associates	1,242.00	
Amount this Period	$ 2,318.98	
Plus Previous Invoices	7,040.98	
Total Amount Due to Date	$ 9,359.97	
① Less audit adjust - (O/H @ 62.45%)	< 482.26 >	
Less unauthorized cost	< 1,827.71 >	
② Total Amount of Contract	$ ~~8,496.36~~	7,050.
Less Amount Received to Date	~~6,437.50~~	7,040.9
TOTAL AMOUNT DUE	$ ~~2,058.86~~	$ 9.0

APPROVED
Amount [illegible]
Prefix 312-1050-104
Res. Engr.

cc: O.S.H.D.-Bud Van Cleave

Notes: ① Actual O/H cost for 1978
② The amendment dated 12/18/78 was not approved by either OSHD nor FHWA prior to costs incurred. $964.10, plus $863.61 not billed.

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY ACCOUNTING
DEPT.

378-6578
TELEPHONE

TO: Vernon E. Skoog
Controller

DATE: May 25, 1979

FROM: Dettmar W. Jones D. W. Jones
Staff Auditor

SUBJECT: Audit Report
Anderson, Perry & Assoc's, Inc.
FAP #oS-1201(1)

Definition Statement

In September, 1975 the City of John Day negotiated an Agreement with Consultant to provide engineering services for the City of John Day on Canyon Creek bridge. Preliminary engineering was to be reimbursed on a lump sum basis of $6,835, and construction engineering at actual cost plus a fixed fee not to exceed $7,050. No pre-award evaluation was requested.

FHWA authorized the project effective March 29, 1976.

Consultant completed the preliminary engineering within the authorized project period and for the amount negotiated. He performed the construction engineering phase from March 1, 1978 through November 30, 1978, and submitted billings, as follows, which the City approved:

Progress billings paid, #6 - #10	$ 6,437.50
September	603.49
October-November	2,318.98
Total C/E costs incurred	$ 9,359.97
Excess costs not billed	(863.61)
Net C/E costs claimed	$ 8,496.36

Payment of the September-November billings was withheld pending audit of construction engineering costs.

Analysis

On April 3, 1979 I met with Consultant's accountant, Mrs. Barbara Crouch, at the La Grande headquarters office to examine cost allocation procedures and documentation.

Consultant maintains an adequate job cost system of accounting, and the billings are clearly a direct product of that system. I examined the source documents such as "Semi-monthly Time Records", vendor invoices and receipts; secondary records such as project ledger, personnel and payroll registers, financial statements by Elwin Houle, CPA; and finally the processed checks for payroll, expenses and purchases.

I found that the costs billed, with 2 notable exceptions, were reasonable allocable, allowable and well documented. The 2 exceptions were (1) adjustment of the provisional rate for overhead costs, and (2) authorization of additional costs. These are discussed below and summarized in the attached Schedule "A".

1. The negotiated Agreement and the lump sum billing for preliminary engineering stipulated an overhead rate of 81.3% based upon direct labor costs. This rate was "based upon the first 6 months operation of the firm". On December 1, 1977 Consultant and City mutually agreed upon a revised rate of 75.7%, under Amendment #2. This new rate was applied on all billings for construction engineering. Consultant's fiscal year ends on March 31, and the 1977 financial statements ostensibly served as the basis for the 75.7% figure. I was not able readily to re-construct that overhead figure, nor did Steve Anderson follow through on my request for his formula. Using the 1978 fiscal year statements, however, and eliminating the ineligible items, I computed actual overhead costs for the construction engineering project period at 62.47% of direct labor. This reduced the costs billed by $482.26.

2. During the pre-audit phase of my investigation I could locate no record in OSHD files of an increase in authorized costs for construction engineering from $7,050.00 to $8,496.36 claimed by Consultant. While at his office I obtained a copy of Amendment #3 to the original Agreement. It was dated December 18, 1978, and increased the maximum costs by $1,446.36 under the provisions of article 14. This Amendment does not satisfy those provisions, however, and should not be allowed. There is no documentation on file supporting any change in work or scope of project, nor was prior approval (nor even post-approval) received from OSHD, or FHWA. Both conditions must be met for an acceptable cost increase. This reduces eligible costs by $964.10.

Conclusion

I recommend final payment to Consultant of $612.50 computed, as follows:

Progress bills paid, Estimates #6-#10		$ 6,437.50
Final bills, Est. #11: Sept:	$603.49	
Oct.-Nov. (net)	9.01	612.50
Total audited participating costs		$ 7,050.00

These costs are eligible to claim reimbursement from FHWA under the Safer Off System funding program. The balanceof Consultant's costs billed, $964.10, become the responsibility of the City of John Day. Consultant has chosen to absorb the additional $863.61 not billed.

DWJ:cw

APPROVED
V. E. SKOOG, Controller
[illegible] State Highway Division

cc: Harold Reynoldson ✓
Roger Lang
R.J. Hacek

Anderson-Perry & Assoc's, Inc. D.J.

City of [illegible]hn Day, Canyon Cre[illegible] Bridge 4/3/7

FAP OS-1201(1) Final Payment **SCHEDULE "A"**

	1	2	3	4
			OSHD	
Cost items	Billed	Audited	Paid	Payable
Direct labor	$ 3645 34	$ 3645 34	$ 2842 89	$ 802 45
Overhead { billed 75.70%	2759 50		2152 05	
{ audit 62.47%		2277 24		125 19
Profit (fixed fee)	916 04	916 04	748 35	167 69
Non-labor direct	2039 09	2039 09	694 21	1344 88
Costs not billed	< 863 61 >	< 863 61 >		< 863 61 >
sub-total	8496 36	8014 10	6437 50	1576 60
Less audit adj. (O/H)	< 482 26 >	–	–	–
Excess costs [City share]	< 964 10 >	< 964 10 >	–	< 964 10 >
Max. cost authorized	$ 7050 00	$ 7050 00	$ 7050 00	
Bal. payable by OSHD			$ 612 50	$ 612 50

8687

STATE COPY

8687-12

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) FOR "OFF-SYSTEM" PROJECT

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. OS-1901(1)	2. COUNTY Grant	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project involved roadway earthwork, aggregate base, asphalt concrete pavement and a bridge construction. The structure, Bridge No. 16268, is 44 feet long and has a roadway width of 30 feet. The work was performed on the "Canyon Creek (NW 3rd Ave.) Bridge" Section in the City of John Day.

5. CONTRACTOR'S NAME Douglas S. Coats	6. CONTRACT AMOUNT $ 124,172.00

RECEIVED
STATE HWY ENGR
MAY 4 - 79
REFER TO Heasey
FOR
Info | Inves. | R/D | D.R. | | Act | File

5-4 to

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) Heasey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

COPY SENT
MAY 3 - 1979
Washington

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width varies feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.030	varies	X021	.008

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY David B. Carter, Area Engineer	11. DATE OF INSPECTION 10/25/78

12. IN COMPANY WITH
R. Hester, Region 5 Construction Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter		16. SIGNATURE G K Hossner	
14. TITLE David B. Carter Area Engineer	15. DATE 5-1-79	17. TITLE G. K. Hossner Field Operations Engineer	18. DATE 5-1-79

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

Oregon State Highway Division

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850   La Grande, Oregon 97850   Telephone 963-3177

April 24, 1979

Mr. William Diest
City Administrator
City of John Day
John Day, Oregon 97845

Dear Bill:

RE: Advance Deposit, Canyon Creek (N.W. Third Avenue) Bridge, Project No. OS-1201(1)

Enclosed is a copy of a letter showing the results of a preliminary project cost check through March of 1979. Also, enclosed are copies of accounting statements on which the summary is based.

I am sorry for the delay in conveying this information to you. Do not hesitate to contact me if you have further questions.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

RCL:lt

Enclosures

cc: Gerald Wimer
Steve Anderson w/attachment
H. N. Van Cleave w/attachment

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
FAE ☐ OPE ☐
APR 26 1979
File: PM FR [✓ LG] GP

Form 81-734-3122

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
March 23, 1978

R C Lang

FROM: R. C. Lang
Region Federal Aid Engineer

TO: Gerald Wimer
Local Government Manager

SUBJECT: Apparent Surplus Deposit
Canyon Cr. (N.W. Third Ave)
Bridge Section
Contract No. 8687
City of John Day

SALEM

Mr. William Diest, City Administrator, has asked me to review the status of the anticipated final cost of the above subject project with respect to the advance deposit made by the City. Under the terms of the Construction Finance Agreement the City was required to deposit 100% of the project cost above $103,000.

In reviewing the project records the following project costs are apparent:

Final Construction Cost	$122,937.87
S.F.O. #1 striping	205.25
Consultant fees, Construction	7,050.00
S.F.O. #2, monitor consultant	6,791.00
Preliminary Engr. charges	9,220.00
Apparent total cost	146,204.12
SOS Funds	-78,000.00
SCA Funds	-25,000.00
Apparent cost to City	43,204.12
Amount deposited by City	46,500.00
Apparent amount to be refunded	$ 3,295.88

Feb. Acc'ting
Const. 133,000 ±
PE 11 ±
144,000 ±

March Accting
Const 135,000 ±
PE 11 000
145,000 ±

The City understands it does take some time in order to close out and audit the project. However, the City does request the early return of any apparent over-payment above a nominal retainage. The City is attempting to establish budget amounts for the coming year and they must draw on all available sources.

Please see what you can do about returning some of this overpayment to the City.

RCL:1t

cc: Wm. Diest
H. N. Van Cleave

Hal says at least 2 mo.

PROJECT MANAGEMENT
[illegible] ☐ CCE ☐ OM ☐
[illegible] ☐ FAE ☐ OPE ☐
[illegible]
File: PM FA
LG OP

Prange
Please have a reply drafted soon for my signature

8687

March 14, 1979

American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Gentlemen:

On March 13, 1979, we wrote to you concerning release of final payment on Contract No. 8687 awarded to Douglas S. Coats Construction for work on the Canyon Creek (N.W. 3rd Ave.) Bridge in John Day, Grant County.

Final payment on this contract is $6,197.83 and the total contract amount is $122,937.87. No work was performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR
March 12, 1979

RDChurch for

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract 8687, Work Completed October 22, 1978

Project Canyon Creek (NW 3rd Ave.) Br. (John Day)

Highway City Street

County Grant

Type of Work Grading, Paving & Structure

Contractor Douglas S. Coats Construction

Recommended Acceptance Date March 13, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

RECEIVED
MAR 13 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Letter sent to surety on 3-13-79 by Karen.

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 3/12/79

anderson perry & associates, inc.
STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC/TREAS.

1-79

CANYON CREEK (N.W. 3rd AVENUE) BRIDGE

Grant County

Contract No. 8687

Prefix No. 312-1050

NARRATIVE REPORT

This contract was let on March 14, 1978, and work commenced on June 19, 1978. A stop work order was issued on October 4th due to a delay in approval of the asphalt membrane mix design. This remained in effect until October 16, 1978. The completion date was extended to October 22, and work was completed on that day.

Work on this project got off to a late start, but progressed in a timely and deliberate manner from that point on. Throughout the duration of the job, there were, as in all jobs, a number of changes and obstacles encountered. The Contractor handled each of these in turn with a minimum of delay and cost to the city.

The only change which physically affected the end product was the addition of a storm drain and two catch basins. At the request of the City of John Day a 12-inch corrugated steel pipe and catch basins were installed in order to prevent the surface water runoff from crossing a corner lot at the intersection of 3rd Avenue and Brent Street, north and east respectively. This was necessary because a mobile home had been moved onto the lot between the time the bridge was designed and then built. The runoff is now intercepted, and drained into Canyon Creek.

The bridge was opened to traffic at 2:00 p.m. on October 25, 1978 by Jack Burch of the Oregon State Highway Division and Boyd Ables, project representative for Anderson·Perry & Associates, Inc. Temporary striping was utilized for approximately one week until permanent striping could be painted by the Oregon State Highway striping crew. Since the bridge was opened, there has been no major traffic problems and traffic in general seems to be adjusting to the new bridge rather well.

ap anderson perry & associates, inc.

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC/TREAS.

1-79

CANYON CREEK (N.W. 3rd AVENUE) BRIDGE

Grant County

Contract No. 8687

Prefix No. 312-1050

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Throughout the job, we have received a maximum amount of cooperation from the contractor, Doug Coats, his staff, and construction crew. The job went smoothly from beginning to end. We feel the City of John Day has gained a well built bridge.

Boyd Ables
Boyd D. Ables

STATEMENT OF OVERRUNS AND UNDERRUNS

Canyon Creek (NW 3rd Ave) Bridge
John Day City Street
Grant County
Contract 8687

ITEM	ORIGINAL QUANTITY	SEMI-FINAL QUANTITY	PERCENT +OR-
Contract Bid Items	124,172.00	122,001.45	-1.75%
Contingencies	5,632.74	775.00	-86.24%
Engineering	11,265.48	8,496.36	-25.00%
TOTAL CONTRACT COSTS	141,070.22	131,272.81	-6.94%

Canyon Creek (N. W. 3rd Avenue) Bridge
John Day City Street
Grant County
Contract 8687
Statement of Overruns and Underruns

Item No	Item	Unit	Quantity	Final Quantity	Percent + or -
1.	Mobilization	Lump Sum	All	All	0.0%
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	All	0.0%
	ROADWORD				
3.	Clearing and Grubbing	Lump Sum	All	All	0.0%
4.	Embankment in Place	Lump Sum	All	All	0.0%
5.	1"-0 Aggregate Base	Lump Sum	All	All	0.0%
6.	Class 'B' or Class 'C' Asphalt Concrete	Ton	290	315.05	+9.2%
7.	8-inch Sewer Pipe	Lin.Ft.	103	107	+4.85%
8.	12-inch Sewer Pipe	Lin. Ft.	89	75	-15.73%
9.	24-inch Sewer Pipe	Lin. Ft.	76	76	0.0%
10.	Concrete Manholes	Each	3	3	0.0%
11.	Guard Rail, Type 2A	Lin. Ft.	113	113	0.0%
12.	Rail End Pieces, Type B	Each	4	4	0.0%
13.	24-inch Culvert End Sections	Each	1	1	0.0%
14.	Adjusting Manholes	Each	2	2	0.0%
15.	6-inch Waterline	Lin. Ft.	190	163	-14.21%
16.	Salvaging Fire Hydrant	Each	1	1	0.0%

Item No	Item	Unit	Quantity	Final Quantity	Percent + or -
	STRUCTURE				
17.	Shoring, Cribbing, Etc.	Lump Sum	All	All	0.0%
18.	Structure Excavation	Cu. Yd.	160	160	0.0%
19.	Furnish Pile Driving Equipment	Lump Sum	All	All	0.0%
20.	Furnish HP 10x42 Steel Piling	Lin. Ft.	864	618	-28.47%
21.	Drive Steel Piles	Lin. Ft.	864	618	-28.47%
22.	Structural Concrete, Class 3300	Lump Sum	All	All	0.0%
23.	4' x 40'/45' Pre-stressed Slabs	Each		9	0.0%
24.	Reinforcement	Lump Sum	All	All	0.0%
25.	Three Tube Steel Railing	Lin. Ft.	105	105	0.0%
26.	Asphalt Membrane	Sq. Yd.	150	156½	+4.33%
	SIGNING				
27.	Type 'C', 'D' and 'EE' Signs in Place	Sq. Ft.	40	40	0.0%

Explanation of Over/Underruns Greater than 10%

Bid Item #8 required less pipe due to a manhole location change.

Bid Item #15 required less pipe due to a bid over estimate and an adjustment in connection location.

Bid Item 20 and 21 were decreased due to shallow bearing depths.

Boyd Ables

Boyd Ables

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 11, 1979

FILE:

Duane O Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: H. N. Van Cleave
Resident Engineer

SUBJECT: Revision of Contract Plans
Canyon Cr.(N.W. 3rd Ave.)Bridge
City Street(John Day)
Grant County
13V-165 (9 sheets)

Herewith are the original mylar tracings for the above subject section for updating to "As Constructed".

Please add this typical stamp or data

REVISED AS CONSTRUCTED
(Date) **CONTRACT** (Number)

in the upper right hand corner near the title blocks on *all roadway plans (sheets appearing in the block "Index of Sheets" on Sheet 1).

The above tracings should be returned to Final Design for permanent records.

1-18-79 AW

*O.S.H.D. does not correct the following sheets:

Stage Construction
Temporary Protection & Direction of Traffic
Pipe Data
Summary

cc DO Christensen
Jon Rose
Phil Stearns
Jack Ayres
John Hagedorn
Roger Lang

These sheets are stamped as follows:

NOT **REVISED AS CONSTRUCTED**
(Date) **CONTRACT** (Number)

Also Trench Excavation & Earthwork Distribution is not revised.

Roger — State calls for bids and should retain billing document or its update. City needs to retain a print or if they want please arrange for a reproducible drawing
A Wimer

Wimer — It was my understanding we were to furnish these to the City, the City was to retain for their use and records under GENERAL PROVISIONS of Agreement — Roger —

Attachment

cc: Roger Lang
C. Leu

PROJECT MANAGEMENT
PME ☐ CCE ☐
LCE ☐ FAE ☐
File

cy Van Cleave
Prange
Holmes

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA JAN 15 1979 ☐

RECEIVED
REGION 5 OFFICE

8617

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Canyon Cr (NW 3rd ave) Bridge

WEEK ENDING: 27 Oct 78

SECTION PREFIX: 312-1050

HIGHWAY: City St

COUNTY: Grant

NAME OF JOB: Canyon Cr (NW 3rd ave) Bridge

KIND OF WORK: Grade Pave Structure

CONTRACTOR: D Coats Const

CONTRACT NUMBER: 8687

FEDERAL AID PROJECT NUMBER: OS 1201 (1)

DATE OF CONTRACT: 14 March 78

DATE WORK STARTED: 19 June 78

ESTIMATED COMPLETION DATE: 23 Oct 78

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION: —

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 200

CALENDAR DAYS USED 200

SPECIFIED COMPLETION DATE: 10 Oct 78

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $142,070.22

EXCLUSIVE OF ENGINEERING: $130,804.74

ENGINEERING AUTHORIZATION: $11265.48

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $130,804.74

ENGINEERING COST TO DATE: $7040.99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION: 63%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	—			
MONDAY 23	Clear warm			
TUESDAY 24	" "			
WEDNESDAY 25	" "			
THURSDAY 26	—			
FRIDAY 27	—			
SATURDAY 21	—			

RECEIVED
NOV 14 1978
CONSTRUCTION BRANCH
Keasey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Borg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	———
MONDAY	Contractor work on clean up. Informed him that the job was considered substantially complete
TUESDAY	no entries
WEDNESDAY	Jack Burch & I put down tempory striping & opened the bridge
THURSDAY	no entries
FRIDAY	no entries
SATURDAY	———

REMARKS

SIGNED Boyd Able LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
REGION 5 OFFICE

W.E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 20, 1978

The Hon. Ralph Hunter
City Hall
John Day, Oregon 97845

Re: Construction Deposit, Off-System Project
Canyon Creek (N.W. 3rd Ave.) Bridge Sec.
Project No. OS-1201 (J)

Dear Mayor Hunter:

Under the terms of the letter form agreement, approved by the Department of Transportation, Highway Division, on February 17, 1978, the advance for construction of the above subject project is to be made in two payments prior to August 3, 1978.

At the time of bid opening, a total deposit of $46,500 was identified for the project. The City paid $23,000 required by the agreement leaving a balance of $23,500.

Please make your check for $23,500 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310, prior to August 3, 1978.

Sincerely,

Roger C Lang
Roger C. Lang
Region 5 Federal Aid Specialist

PROJECT MANAGEMENT
PMEO ☑ CCE ☐ OM ☐
LCE ☐ FAE ☐ CPE ☐
JUL 21 1978
File: PM FA
TAA Beynolldson LG OP

RCL/vmt
cc: William Dietz, City Administrator
Gerald Wimer ✓
H.N. Van Cleave
V.E. Skoog

8687

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 7, 1978

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8687 for work on the Canyon Creek (N.W. 3rd Avenue) Bridge in John Day, Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc American Fidelity Fire Insurance Co.
c/o Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz

Stephen Anderson
Anderson, Perry & Associates, Inc.
P. O. Box 1301
La Grande, OR 97850

8687,

STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-46		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Grant
MODIFICATION NUMBER 1	4-5-78	Project Number OS-1201(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 28, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,827	$ 152,805
Federal funds	$ 6,885	$ 78,000
Other revisions		

This modification is made for the following reasons:
Adding Construction phase and increase of preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of April, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. T. Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

[illegible]

file

Oregon State Highway Division
Salem, Oregon March 21, 1978

Federal Aid Project
No. OS-1201(1)

Canyon Creek (N.W. 3rd Ave.) Bridge
City Street (John Day) in Grant County

Revised Project Agreement Estimate

Type Code PE

Preliminary Engineering	All Required		$ 10,735.00

Type Code X021
Structure (Sta. 0+00 to Sta. 5+69)(Sta. 5+69 to Sta. 6+13.06) (Sta. 6+13.06 to Sta. 7+38)

Mobilization	All Required		$ 10,000.00
Temporary Protection and Direction of Traffic	All Required		1,500.00
Clearing and Grubbing	All Required		4,000.00
Embankment in Place	855 Cu. Yd.	6.00	5,130.00
1"-0 Aggregate Base	430 Cu. Yd.	11.00	4,730.00
Class "B" or Class "C" Asphalt Concrete	290 Ton	35.00	10,150.00
8-inch Sewer Pipe	103 Lin. Ft.	20.00	2,060.00
12-inch Sewer Pipe	89 Lin. Ft.	25.00	2,225.00
24-inch Culvert Pipe	76 Lin. Ft.	20.00	1,520.00
Concrete Manholes	3 Each	1,200.00	3,600.00
Guard Rail, Type 2F	113 Lin. Ft.	12.00	1,356.00
Rail End Pieces, Type B	4 Each	50.00	200.00
24-inch Culvert End Sections	1 Each	200.00	200.00
Adjusting Manholes	2 Each	200.00	400.00
6-inch Water Line	190 Lin. Ft.	25.00	4,750.00
Salvaging Fire Hydrant	1 Each	200.00	200.00
Shoring, Cribbing, Etc.	All Required		2,000.00
Structure Excavation	160 Cu. Yd.	10.00	1,600.00
Furnish Pile Driving Equipment	All Required		9,000.00
Furnish HP 10x42 Steel Piling	864 Lin. Ft.	8.00	6,912.00
Drive Steel Piles	864 Lin. Ft.	1.00	864.00
Structural Concrete, Class 3300 (105 C.Y. @ $200)	All Required		17,850.00
4'x40'/45' Prestressed Slabs	9 Each	2,500.00	22,500.00
Reinforcement (5,500 lb)	All Required		1,925.00
Three Tube Steel Railing	105 Lin. Ft.	50.00	5,250.00
Asphalt Membrane	150 Sq. Yd.	23.00	3,450.00
Type "C", "D" & "EE" Signs in Place	40 Sq. Ft.	20.00	800.00
			$124,172.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 500.00
Temporary Erosion Control	All Required		500.00
			$ 1,000.00
	Subtotal		$125,172.00
	Engineering		16,898.00
	TOTAL		$142,070.00

Length of Project. . . . . . . 0.140 mi.

SUMMARY OF FUNDS (78.2%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 10,735.00	$ 8,393.00	$ 2,342.00
Structure	142,070.00	69,607.00	72,463.00
TOTAL	$152,805.00	$78,000.00 *	$74,805.00

*Not to exceed $78,000 Federal Funds

Group 1 - 100%
Contract No. 8687
Prefix 312-1050
Prefix 312-1901

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-26	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Grant PROJECT NO. OS-1201(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. N.W. 3rd Ave. at Canyon Cr. (John Day)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING	3/29/76	0.38
RIGHTS-OF-WAY		▨
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 8,827	FEDERAL FUNDS $ 6,885

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E N Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for: G.L. Green
Date executed by Division Engineer FEB 28 1977

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon February 23, 1977

Federal Aid Project
No. OS-1201(1)

CANYON CREEK BRIDGE (JOHN DAY) SECTION

CITY STREET IN GRANT COUNTY

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$8,827.00
	TOTAL	$8,827.00

Length of Project - - - - - - - - - - - - 0.038 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
P.E.	$ 8,827.00	$ 6,885.00	$ 1,942.00
Retain in Program			
PS&E Preparation	4,908.00	3,750.00	1,158.00
Contract Work	89,265.00	67,365.00	21,900.00
TOTAL	$103,000.00	$78,000.00	$25,000.00

Group 1 - 100%

Prefix: 312-1901

Pro Rata: 78.19%

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of John Day
City Hall
John Day, Oregon 97845

Attention of Hon. Ralph G. Hunter, Mayor

Request No. (assigned by staff engineer or head of section) CC 1803

Date 3/31/78

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

$12,500.00 SCA
$12,500.00 SCA
$23,000.00 City
$48,000.00

Itemized Statement: Advance Deposit for Construction

Quantity	Unit	Description	Unit Price	Amount
		Transfer to state hwy. funds for the construction of the Canyon Creek (NW 3rd Ave.) Bridge Section in the City of John Day. Off System Project OS-1201(1)		$48,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 14,311.70

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 1,411.70

Give the number of the last previous request in connection with this same service. CC 1616

Credit distribution: 312-1050-295

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: G. W. Wimer
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the

Form A-[illegible]—8M—4-[illegible]

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by
Oregon State Hwy. Engineer
Oregon State Hwy. Division

ODOT Building

Salem, Oregon 97310

This Space for Use of Accounting Division

Date March 31, 1978

Invoice No.

P. O. No.

Transfer from SCA funds to the advance deposit fund of the State Hwy. Division funds for the Canyon Creek (NW 3rd. Ave.) Bridge Section in the City of John Day.

OS-1201(1) $12,500.00

Off System Project

G. W. Wimer

NOTE: $12,500 transferred from SCA 1/3/77
Also see CC 1616
CC 1803

3-20-78

Date 3-20-78 **PROJECT MANAGEMENT OFFICE MEMO**

Prang ☒
Zehner ☒
Reynoldson ☒
Hildebrandt ☒
Holmes ☒

Subject Canyon Creek Br in John Day **File No.**

Received (call) ~~(visit)~~ **from** Bud Van Cleave

Address

Made (call) (visit) to **Phone**

Reason for contact and general discussion:

He questions Engr in Proj Auth:

Per Project Auth		Per his arithmetic	
9% Const	11,000 ±	Const Consultant Max	$ 7,050
PE	9,000 ±	PE	9,000 ±
Total	$ 20,465	Total	$ 17,000 ±

Answered his questions for answering City at Pre Const: 1) Estimate for deposit purposes, adjust w/ final costs 2) Need to add his costs 3) Not intended to encourage greater expenditures of Engr or Cont. [illegible] future to show Consultant amount & do State monitoring from contingencies

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE [illegible] OM Other

3-24-78 Discussed w/ Jackmond Sty's office (Buck) prepares Proj Auth from data furnished by Cornforth. He suggests leaving "as is" unless a pattern develops. Particularly since STO for Cons Cont = $4350

8687

2

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz

Stephen Anderson
Anderson, Perry &
Associates, Inc.
P. O. Box 1301
La Grande, OR 97850

SAIF
Fran

March 14, 1978

Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on February 27 accepted your proposal for work on the Canyon Creek (N.W. 3rd Avenue) Bridge in the City of John Day, Grant County, for the sum of $124,172 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of John Day and when the sum of $46,500 is deposited by the City.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8687.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 25, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

February 27, 1978

City of John Day
City Hall
John Day, OR 97845

Attention Hon. Ralph Hunter
Mayor

Gentlemen:

On February 23, 1978 a satisfactory bid was received from Douglas S. Coats for the Canyon Creek (N.W. 2nd Avenue) Bridge Section. This is an Off-System Project.

The anticipated construction cost based on their bid is as follows:

Bid Items	$124,172.00
Pavement Striping	500.00
Erosion Control	500.00
4-1/2% Contingencies	5,632.74
9% Engineering	11,265.48
ESTIMATED TOTAL COST - Construction	$142,070.22
Estimated P.E. Charges	$ 9,220.00
ESTIMATED TOTAL PROJECT COSTS	$151,290.22
Less Federal Funds	$ 78,000.00
Less SCA Funds	25,000.00
Less Earlier Advance Deposit	1,811.70
Less Amount Yet Due from City	$ 46,478.52

Amount rounded to $46,500.00.

Please make your check in the amount of $46,500.00 payable to the Oregon State Highway Division and send it to Mr. Roger Lang, Region 5 Federal Aid Engineer, 3111 Adams Avenue, P. O. Box 850, La Grande, OR 97850, prior to March 17, 1978.

Very truly yours,

Gerald Wimer
Local Government Manager

23000=
Rec'd 3/14/78
Awarded

GW:ljt

bc w/att: Roger Lang, Region 5: Upon receipt of County's check notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-389 and submit to the Finance Branch.

86.77

8

February 23, 1978

City of John Day
City Hall
John Day, OR 97845

Attention: Mrs. Ruth Crim
City Recorder

136-A

MISC. CONTRACTS and
AGREEMENTS No. 5990

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of the Canyon Creek Bridge Section (N.W. 3rd Avenue) in the City of John Day.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harvell (agreement attached)

8687

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

2-1-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
OS-1201(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Grant

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
OS-14

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2-1-78	2-1-78	Non-Federal-aid
		STATE ROUTE NUMBER
		City Street

RECEIVED
DOT OPERATIONS
MAR 1 '78
REFER TO
FOR

Info	Inves	R/D	J/R	Sign	Act	File

GENERAL LOCATION:

"Canyon Creek Bridge (John Day)"

GENERAL DESCRIPTION OF WORK:

Grade, Pave and Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. F. C. Lowe dated 1-24-78 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

Swan
3-1

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-1-78	G. K.	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970—420-787

John Day

ENVIRONMENTAL REVIEW CHECKLIST

~~1-26-78~~
~~12-14-77~~

ALL CLEAR 1/27/78
Donald L Rount

2-23-78 Bid Letting ______ All Clear Deadline

SECTION Canyon Creek Bridge (John Day)
Highway N.W. 3rd Ave. (JOHN DAY)
County Grant Region 5
Type of Work G. P. Str. Funds OS
State __ Consultant ✓ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☒	☒	☒	Stream work is critical - Specs & Permits Cover This
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☐	☒	☒	☒	☒	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☐	☒	☐	☐	☒	Gen. Permit will be clear Feb 2, 1978
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

1/27/78

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
JAN 30 1978
File: PM FA
TAA LG OP

The Honorable Ralph Hunter
Mayor of John Day
City Hall
John Day, Oregon 97845

RE: Off-System Project
Canyon Creek (N. W. 3rd Avenue) Bridge
City of John Day

On January 24, 1977, the State and City entered into a Federal Aid/Special City Allotment agreement for preliminary engineering, right of way acquisition, utility relocations and construction of said project based on a 78 percent Federal funding of a $100,000 project and utilizing a $25,000 Special City Allotment for a total allowable project of $103,000. In accordance with the said agreement, City will also pay all costs of the project that will not be subject to Federal Aid/Special City Allotment participation.

The cost of the project and the limited funds available make it necessary for the City to obligate a portion of the next fiscal year's monies to provide the City's share of the cost of said project. Based on the current construction estimate of $133,550 plus $9,220 preliminary engineering to date, the City's share will be $39,770. The City anticipates that as much as 158 days may be required after the February 23 bid opening to provide their total share of the project costs.

In order that a contract may be awarded and work may proceed, we would allow the City to make payments in two installments as follows:

1. $23,000 after the February 23 bid opening and prior to March 24, 1978.
2. The balance of the City's share prior to August 3, 1978.

If this arrangement is acceptable to the City Council, please adopt a resolution authorizing the appropriate officials to enter into this agreement on behalf of the City. Forward three signed copies of this agreement and a copy of the resolution to Office of Project Management, Local Program Section, 207 Transportation Building, Salem, Oregon 97310.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

City has acted in this matter pursuant to Resolution No. ______ adopted on the ______ day of __________________, 1978.

This project was approved by the Oregon Transportation Commission on March 30, 1976, at which time the State Highway Engineer was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume 3, Page _____, Minute Book of the Oregon Transportation Commission.

APPROVED

____
Regional Engineer

APPROVED AS TO FORM

____
City Attorney

STATE OF OREGON, by and through its
Department of Transportation,
Highway Division

____
State Highway Engineer

Date ______________________

CITY OF JOHN DAY, by and through its
City Officials

By ______________________________
Mayor

By ______________________________
City Recorder

Section Canyon Cr. ([illegible]) [illegible]

Programming Estimate $ 169 000

Highway City Street

Project Length

County Grant 1-30-78

Completion Time 200 [illegible] wkdays

Kind of Work Grading Paving & Structure

Prefix 312-1901

FA Project No.

ROUTING SLIP	Date: 1/30/78

DEPARTMENT OF TRANSPORTATION

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Computer Center (Lana Ave.)
- Construction
- Data Processing (Transp.Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lana Ave.)
- Landscape
- Library
- Location
- Mail Room
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- Region Number 5
- District Number

ATTENTION: Roger Lang

FROM: Proj. Mngt.

Please inform the City.

Form 81-731-0022 (7/77)

TRUCTION AUTHORIZATION

ract Amount $ 114663 50

500	
500	
	$ 1000

Misc. Permit Fees

$ 115,663 50

Contingencies (4-1/2%) 5204 86

Engineering (9 %) 10 409 72

~~SUBTOTAL~~ $

~~Credit for~~

Estimated Net Authorization, Construction . . . . $ 131,278 07

NOTED

[redacted] J. H. VERSTEEG

J H Versteeg

Road Design Engineer

Section Canyon Cr. (NW 3rd [illegible] Programming Estimate $ 169,000

Highway City Street Project Length

County Grant Completion Time 200 cal. wkdays

Kind of Work Grading Paving & Structure

Prefix 312-1901 FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 114663 50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		
Install Water Meter		$ 1000
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 115,663 50
Contingencies (4-1/2%)		5204 86
Engineering (9 %)		10 409 72
~~SUBTOTAL~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 131,278 07

NOTED

[redacted] J. H. VERSTEEG

J H Versteeg

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date
Section
County
Kind Of Work
Length
Name

1-23-78

No	Item	Code	Unit	Quant.	Unit Cost	Total
	[illegible] (7%)					7500
	[illegible]			1		500
	Clearing and Grubbing		All	[illegible]	—	1,000^{00}
	Embankment [illegible]		Cu Yd	855	7^{50}	6412^{5}
	[illegible] Aggregate [illegible]		Cu Yd	430	10^{00}	4300
	Class "B" or Class "C" Asphalt Concrete		Ton	290	40^{00}	11600
	8-inch Sewer Pipe		Lin Ft	103	25^{00}	2575
	[illegible] Sewer Pipe		Lin Ft	89	30^{00}	2670
	24-inch Culvert Pipe		Lin Ft	[illegible]	30^{00}	2280
	Concrete Manholes		Each	3	900^{00}	2700
	Guardrail Type [illegible]		Lin Ft	113	16^{00}	1808
	Rail End [illegible]		Each	4	75^{00}	300
	24-inch Culvert End Section		Each	1	150^{00}	150
	Adjusting [illegible]		Each	2	400^{00}	800
	[illegible] Underdrain [illegible]		Lin Ft	190	25^{00}	4750
	[illegible]		Each	1	500^{00}	500

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date
Section Canyon Cr. Cr.
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Shoring, Cribbing, Etc.		All	All		1000
	Structure Excavation		Cu Yd	160	10 -	1600
	Furnish Pile Driving Equipment		All	All		6000
	Furnish HP 10x42 Steel Piling		Lin Ft	864	10	8640
	Drive Steel Piles		Lin Ft	864	2	1728
	Structural Concrete, Class 3300 (105 cy @ 175)		All	All		18375
	4'x 40'/45' Prestressed Slabs		Each	9	2100	18,900
	Reinforcement (5500 lb @ 0^{30})		All	All		1650
	Three Tube Steel Railing		Lin Ft	105	45	4725
	Asphalt Membrane		Sq Yd	150	12	1800
	SIGNING					
	Type "C", "D" and "EE" Signs in Place		Sq Ft	40	10	400

Date 1-26-78 **PROJECT MANAGEMENT OFFICE MEMO** (05)

Subject 3rd St Br in John Day File No. ______

Received (call) (~~visit~~) from Pat Schwartz

Address ______

Made (call) (visit) to ______ Phone 963-3177

Reason for contact and general discussion:

Scheduled for Feb letting

Needs to be ready by early Feb

Between Consultant & Designers up from original $100,000

Estimate ~~[illegible]~~ rose to $1~~[illegible]~~ 160,000+

He reviewed & recommended revision to $133,500

City then consulted but have only $23,000 ~~[illegible]~~ (their own budget money)

City Wants to commit next years funds

Involves SCA funds so only 133,500 - 78,000 - 25,000 = 30,500

Still owe $9,200 PE so total $16,000; Will write & have City sign

Signature L Kimes

File ( ) (PME) (LGE) ( ) ( ) (CCE) ( ) ( ) Other ~~[illegible]~~ Orange ☒ Reynoldson (I) Mochnig approves

Circulate: PME LGE OPE FAE CCE OM Other

Blue Mtn Eagle
Jan 19, 1978

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA JAN 23 1978 ☐
RECEIVED
REGION 5 OFFICE

New mayor

Newly appointed John Day Mayor Ralph Hunter says it will take hard work and cooperation on the part of the City Council to do the city's needed work. "I just don't have four to six hours a day to devote to the job," he adds.

Mayor asks work, cooperation

A visitor at a John Day City Council meeting about a year ago, Ralph Hunter found himself nominated and elected to a council vacancy in short order.

Last week he was named by his colleagues as John Day's new mayor, succeeding Wallace W. Williams, who resigned in November.

Hunter, a member of the Malheur National Forest engineering section, says he doesn't have four to six hours a day — or the energy to go with the hours — to devote to the mayor's job.

It will require the hard work and cooperation of the City Council to get the job done, he added.

Hunter said this week that he is in the process of determining council assignments and hopes members will volunteer for areas of city involvement that interest them.

He said he plans to get meeting agendas out several days before meetings, to allow time for study beforehand, and to expect periodic reports from councilmen on agenda topics.

He has prepared a rough city organization chart but concedes that it will alter when a new city administrator is hired.

As he sees it, the single most important job facing the John Day council is to get the new sewer project into the ground

If this can be done during his tenure, Hunter adds, he will have felt that he accomplished something.

Hunter expressed amazement and pleasure that the first phase sewer project bids opened last week were as close as they were. In fact, he added, a contractor error may result in shaving about $25,000 off the bid of the lowest contractor.

Hunter said he is also going to take a look at the NW Third Avenue bridge plans.

The current estimate for the project, which includes some related street work, is about $147,000 — a far cry from the $100,000 project approved by the Oregon State Highway Division in 1975.

Of the total then, $78,000 was to be federal money and the remainder paid by the city. Overruns would be at the city's expense.

Delay, Hunter indicated, was chiefly responsible for the cost increase.

An East Highway resident, Hunter resigned his council post to be named mayor. Jean Reid, another East Highway resident, was then appointed to the Hunter vacancy on the council to retore it to full strength.

Say "thanks" to The Blue Mountain Eagle advertisers. They help make this newspaper possible.

Don't Know where this figure came from RCE
Cy Wimer
1-23-78

PROJECT MANAGEMENT
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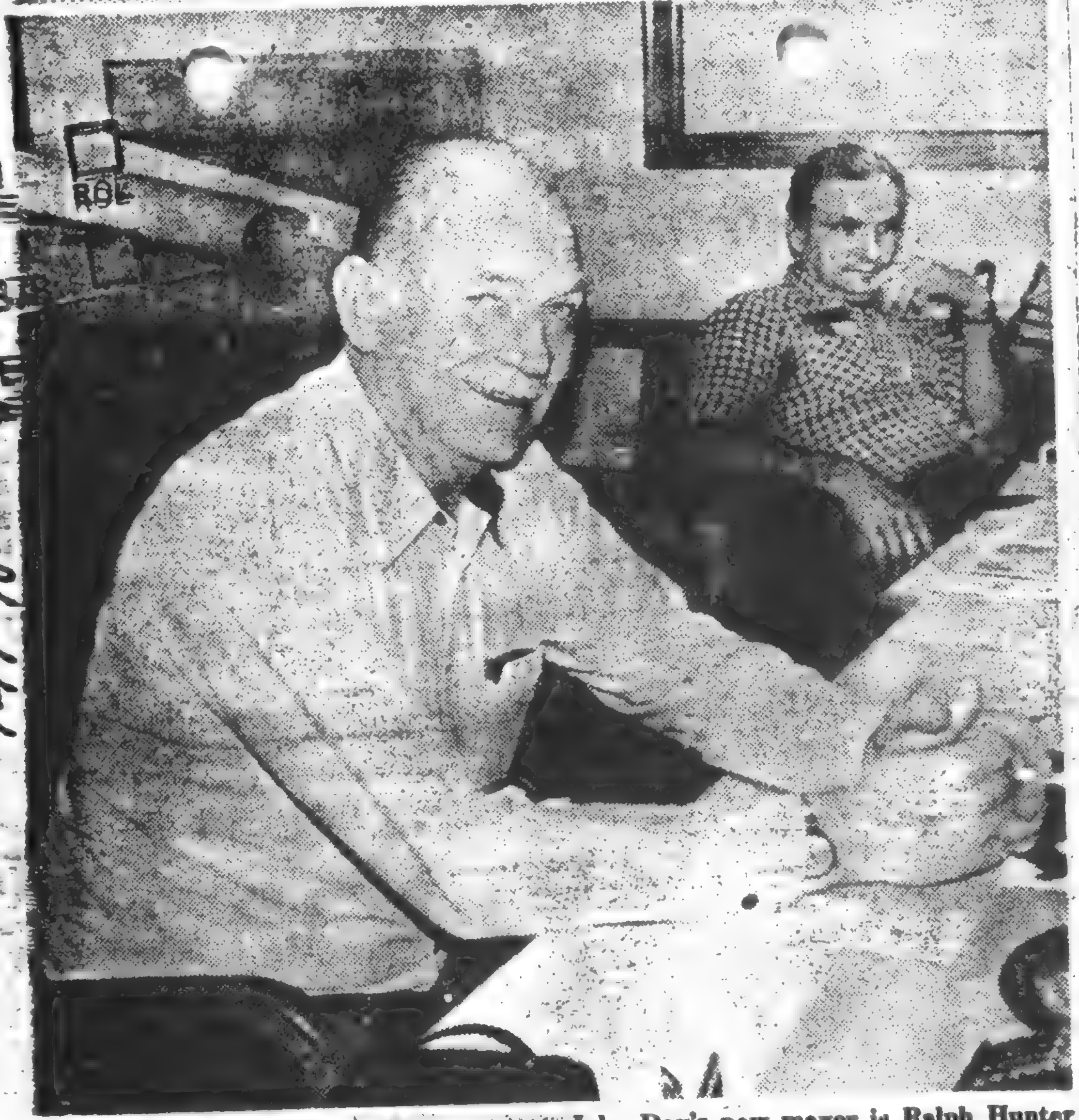
Prairie City Pioneer Press 1-19-78



Appointed Mayor . . .

John Day's new mayor is Ralph Hunter who is shown above at his desk in the engineering section of the Malheur Forest Service. Hunter succeeds Wallace W. Williams who resigned in early November.

New John Day Mayor Assumes City Duties

Ralph Hunter, a US Forest Service employee, who was appointed to the John Day city council a year ago, has been named mayor of John Day, with the appointment made at the Jan. 10 meeting of the council. He succeeds Wallace W. Williams who resigned in early November. Council President Charles R. Mills had been serving as acting mayor during the two-month interval.

In discussing his plans for the city operation, the new mayor stressed that he wished the council members to assume greater responsibility in the various facets of municipal operation. He stated that he hoped for greater input from residents of the community in giving direction to the city planning and decisions. He noted that only if the whole council participates in the responsibility of governing can it function. There is no way one person, such as the mayor, can shoulder all of the policy-making and leg-work of running the city.

Hunter resides on East Highway and works for the Malheur National Forest's engineering section. He assisted the city with the paving work of two summers ago to repair the street damage caused by the city water project. He was appointed to the council early last year to fill out an unexpired two-year term of Glenn Eddy who had resigned.

Filling the vacancy created by Hunter's advancement to the position of mayor will be Jean Reid, who also resides on East Highway. Her husband, Dick, is the operator of the Grant County Redi-Mix.

Cy Wimer
1-23-78

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Telephone 963-3177

January 24, 1978

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2 Sullivan JWS
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ENGINEERING
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Hon. Ralph Hunter
Mayor of John Day
City Hall
John Day, Oregon 97845

RE: Canyon Creek (N.W. 3rd Ave.) Bridge, Project No. OS-1201(1)

Due to an increasing work load, George Strawn will no longer be able to act as Liaison Engineer for the Canyon Creek Bridge Project. Effective this date, Mr. H. N. Van Cleave, Resident Engineer, 1216 S. E. Byers, Pendleton, Oregon, telephone 276-8888, will assume Liaison Engineer responsibilities.

We now have an itemized project cost estimate which must be reviewed rapidly in order to advertise the project correctly for the February 23 bid opening. My analysis of the cost estimate leads me to believe that we have some items estimated on the high side. However, in order to stay within the funding capability of the City, some items may have to be eliminated and/or performed by the City.

A brief recap of financing available for the project is as follows:

Total fundable project under SOS-R		$100,000
Federal Funds @ 78% Local Match	$78,000 22,000	100,000
Special City Allotment Less amount for local match	$25,000 22,000	3,000
Total project available at no capital outlay to City		$103,000
Preliminary Engineering to date		9,220
Amount remaining at no capital outlay		93,780

Any amount over $93,780 will be at 100% cost to the City.

Form 81-734-3123

Mr. Van Cleave will begin review of the estimated costs this afternoon and hopefully will be in contact with Steve Anderson and Don McKrola today also.

All future inquiries on the project should be directed to Mr. Van Cleave for prompt action.

Sincerely,

R C Lang
R. C. Lang
Region 5 Federal Aid Engineer

RCL:sh

cc Don Mc Krola
Steve Anderson
Hal Versteeg
C. T. Keasey
H. N. Van Cleave

Section Canyon Cr. (NW 3rd [illegible]) Bridge

Progr ming Estimate $

Highway City Street

Project Length

County Grant

Completion Time 200 cal./wk days

Kind of Work Grading Paving & Structure

Jan. 23, 1978

Prefix

FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP

Date: 1/23/78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lane Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 5]
District Number

ATTENTION: Roger Lang.

FROM: Proj. M.

Form 81-731-0022 (7/77)

ract Amount $ 148,129.50

500

500

$ 1000

$ 149,129.50

Contingencies (4-1/2%) 6,710.83

Engineering (9 %) 13,421.66

~~SUBTOTAL~~ $

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ 169,261.98

PE 9,220.00

$ 178,481.98

APPROVED

Road Design Engineer

Section Canyon Cr. (NW 3rd.) Bridge Progr… ning Estimate $

Highway City Street Project Length

County Grant Completion Time 200 Cal./wk days

Kind of Work Grading Paving & Structure Jan. [illegible] 1978

Prefix FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 148,129 50

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		
Install Water Meter		$ 1000
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		

$ 149,129 50

Contingencies (4-1/2%) 6,710 83

Engineering (9 %) 13,421 66

~~SUBTOTAL~~ $

~~Credit for~~

Estimated Net Authorization, Construction $ 169,261 98

APPROVED Pt [illegible]

[illegible]

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date
Section Canyon Cr. (NW 3rd Ave.) Bridge
County
Kind Of Work
Length
Name Dy

1-23-78 gf

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		11,000
	Temporary Protection and Direction of Traffic		All	All		500
	Roadwork					
	Clearing and Grubbing		All	All	—	1,000^{00}
	Embankment in Place		Cu Yd	855	8^{50}	7267^{50}
	1"-0 Aggregate Base		Cu. Yd.	430	11^{00}	4730
	Class "B" or Class "C" Asphalt Concrete		Ton	290	60^{00}	17,400
	8-inch Sewer Pipe		Lin Ft	103	25^{00}	2575
	12-inch Sewer Pipe		Lin Ft	89	30^{00}	2670
	24-inch Culvert Pipe		Lin Ft	76	30^{00}	2280
	Concrete Manholes		Each	3	1200^{00}	3600
	Guard Rail, Type 2 A		Lin Ft	113	20^{00}	2260
	Rail End Pieces, Type B		Each	4	75^{00}	300
	24-inch Culvert End Sections		Each	1	150^{00}	150
	Adjusting Manholes		Each	2	450^{00}	900
	6-inch Water Line		Lin Ft	190	25^{00}	4750
	Salvaging Fire Hydrant		Each	1	500^{00}	500
						61,882^{50}

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date

Section Canyon Cr. Br.
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Shoring, Cribbing, Etc.		All	All		1000
	Structure Excavation		Cu Yd	160	12 -	1920
	Furnish Pile Driving Equipment		All	All		10,000
	Furnish HP 10x42 Steel Piling		Lin Ft	864	10	8640
	Drive Steel Piles		Lin Ft	864	8	6912
	Structural Concrete, Class 3300 (105 cy @ 200)		All	All		21,000
	4' x 40'/45' Prestressed Slabs		Each	9	3000	27,000
	Reinforcement (5500 lbs @ .30)		All	All		1650
	Three Tube Steel Railing		Lin Ft	105	45	4725
	Asphalt Membrane		Sq Yd	150	20	3000
	SIGNING					
	Type "C", "D" and "EE" Signs in place		Sq Ft	40	10	400
						145,129^{50}

8687

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-1201(1)

STATE PROJECT NO. See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. OS-14

COUNTY NAME Grant

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

12-15-77

Reynoldson

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-15-77

FEDERAL ROUTE NUMBER Non Federal Aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
"Canyou Creek Bridge (John Day) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering & Grade, Pave and Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $4,908, F.F. $3,750
☒ OTHER (Specify) Construction

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 12-13-77 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $89,265, Federal funds - $67,365 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than teh minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

GN DR

DATE 12-15-77

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—628-787

8687

ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, PORTLAND, OREGON 97208

P.O. Box 17
John Day, Oregon 97845
December 13, 1977

Anderson, Perry and Associates, Inc.
P.O. Box 1301
La Grande, Oregon 97850

Dear Steve:

As I indicated to you on the phone, we can move the starting date to begin in-stream work on the bridge across Canyon Creek at NW 3rd Avenue up to July 1 next year. However, a July 1 starting date will depend on the flow conditions in Canyon Creek at that time. We will coordinate with you and may request that in-channel work be modified if flow conditions are too high to allow reasonable protection for the stream. Spring flow conditions will depend entirely on snow pack and weather.

Our Portland office will be advised that we will allow you an additional two weeks flexibility under the terms of your permit weather and water conditions cooperating.

We appreciate the excellent cooperation we've had from you and your staff and look forward to this continued coordination in the future.

Sincerely,

Errol W. Claire

Errol W. Claire
District Fishery Biologist

EWC:plg

cc: Brent Forsberg

RECEIVED
DEC 14 1977

The price stated shall be payment in full for all labor, tools, materials, and equipment, etc. required to complete the work.

3. City Gravel and Asphalt Surface Restoration. Section "C" Technical Specifications - Gravel and Asphalt Surface Restoration shall be modified as follows for all work in Canyon City except for work on the State Highway previously modified.

Asphalt Street Restoration shall consist of six (6) inches of Base Aggregate and two (2) inches of Asphalt Concrete, wherever the subbase material is granular in nature. Asphalt Street Restoration shall consist of twelve (12) inches of Base Aggregate and two (2) inches of Asphalt Concrete, wherever the subbase material is non granular in nature.

Payment where 6-inch compacted thicknesses of base aggregate and two inches of asphalt concrete are required shall be as listed in the Bid Schedule for "Asphalt Street Restoration - Type "A". Where compacted thickness of 12-inch base aggregate and 2-inches of asphalt concrete are required, payment shall be as listed for "Asphalt Street Restoration - Type "B" as listed in the Bid Schedule.

All "Gravel Street Restoration" and "Gravel Parking - Driveway Restoration", whether public or private, shall consist of four (4) inches of 1"-0" Base Aggregate. Payment for this work shall be listed in the Bid Schedule as "Gravel Street Restoration".

The method of measurement for the above item shall be in accordance with the Technical Specifications. The pay width for trench depths, eighteen (18) feet and deeper shall be fourteen (14) feet each side of centerline or actual width restored, whichever is less.

N. STREAM CROSSINGS

The Contractor shall install two stream crossings as called for on the plans and in conformance with applicable specifications.

The actual stream crossings shall be constructed in accordance with the time schedule and requirements of the Oregon Division of State Lands Removal and Fill Permit. The Owner has obtained this permit and a copy is included at the end of these Special Conditions. The stream crossings must be made between July 15 and August 31 in accordance with State of Oregon Division of State Lands Permit, unless approve otherwise by the Oregon Division of State Lands.

The Contractor shall cooperate with the representative from the Oregon State Game Commission to insure minimum impact on the aquatic ecosystem. The Contractor's method of controlling and crossing the stream shall be approved by the Game Commission representative, and the Engineer.

Payment will be at the contract unit bid price for "Stream Crossing" as stated in the Bid Schedule. The unit bid price shall be payment in full for all labor, tools, materials, equipment, and incidentals necessary to perform the work as required.

O. SERVICE LINES

The Contractor may select the alternate construction procedure shown on the plans for service lines on deep sewers (invert depths exceeding 14 feet). Measurement and payment, however, will be along the horizontal centerline as described in Section I.4 of the "Technical Specifications - Sanitary Sewer Lines."

P. TAP-ONS

Tap-ons shall be of the strap-on type or saddle type. The adapting tap-on shall be cast or ductile iron, with rubber ("O" ring type) gasket, and stainless steel strap and hardware such as manufactured by Fowler Manufacturing, Hillsboro, Oregon or approved equal. Tap-ons shall be used to connect building services to the existing 8-inch concrete sewer line. The Contractor shall prevent fragments of the tap from entering the active sewer pipe. The hole made in the pipe for the tap-on shall be carefully made in a shape to match the service line and provide for a smooth transition from the service to the main.

8687

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

December 13, 1977

TO	G. L. Green, Division Administrator Federal Highway Administration
FROM	D. E. Swan Federal Aid Manager
SUBJECT	Canyon Creek Bridge (John Day) Section Project No. OS-1201(1) Grant County

We hereby request the following:

1) Authorization to proceed with preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $4,908 with an obligation of $3,750 in federal funds.

2) Authorization for construction at an estimated total cost of $89,265 with an obligation of $67,365 in federal funds.

CL:dmc
cc: W. Reynoldson

8687

John Day

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

December 8, 1977

FILE:

George Strawn

FROM: George Strawn
Region Liaison Engineer

TO: Walter J. Hart
~~Structural~~ Design Engineer

SALEM

SUBJECT: Canyon Cr. (N.W. 3rd Ave.)
Bridge
City Street (John Day)
Grant County
F.A. Project No. OS-1201(1)

Attached find the mylar plans (Sheets 1 through 9) for the subject project. I believe the consultant has addressed all the concerns which were identified by your section.

The November schedule of bid lettings has this project on December 22, 1977. The Wildlife Commission regulations do not allow work in an active stream in this area between September 1 and July 15. The consultant requested additional time and the Commission verbally granted an additional fifteen days in July. With this information, the contract bid letting for this project should be in April, 1978.

The city has requested that the sewer line at the bridge site be kept in operation during construction. I've attached a copy of the consultant's letter of transmittal which states the water line, which crosses at the same location, may be stubbed off.

The consultant has acquired a permit from the State Land Board for this project.

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ENGINEERING SECTION

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Attachments

cc: Anderson, Perry & Associates
City of John Day
William Sample
Project Management

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2 Eriksen F.E.
Lau
Hager
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

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anderson perry & associates, inc.

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC./TREAS.

PROJECT MANAGEMENT
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LGE ☒ FAE ☐ OPE ☐
DEC 12 1977
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☐ RE ☐ RCE ☐ RBE ☐ RME
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REGIONAL OFFICE
Off System

December 8, 1977
Job No. 579

Oregon Dept. of Fish and Wildlife
P.O. Box 17
John Day, Oregon 97845

Attn: Errol Claire, Fisheries Biologist

RE: Northwest 3rd Avenue Bridge Project

Dear Errol:

As I discussed on the phone with you the other day, the City of John Day is planning on constructing a bridge across Canyon Creek on Northwest 3rd Avenue next spring and summer. Present plans are to bid the project in January or February, and allow a contractor to start on the job in late March or early April. We hope to have the work completed on the project by late summer.

In the permit which we have obtained from the Oregon Division of State Lands, we have been directed to perform no work within the stream bed of Canyon Creek, other than from a period of July 15th until September 1st of each year, or approximately 45 days. The only work that we will be doing on the project directly in the stream bed will consist of relocation of an existing City water line. I have checked with Don McKrola, the John Day Community Development Engineer, and he has indicated that this line can be plugged off during the construction of the bridge, and the final relocation of the line can be one of the last items to be completed. If the contractor starts on the job around the first of April, we anticipate that it will take him approximately four months to complete the work. Therefore, we would like you to consider extending this period in which we may work in the stream into the earlier portions of the summer, so that the contractor could complete the crossing near the end of the project, and the job would not run beyond a reasonable contract time.

In our phone conversation the other day, you indicated that you would be willing to extend this work period up until July 1st. This would be very helpful to us, and I would appreciate it if you could send a letter to your Salem office indicating this. As we are planning on putting the specifications together this month for bidding the job in January, it would be most helpful if you could send this letter as soon as possible. Also, I would appreciate it if you would send me a copy of the letter. Thank you for your assistance in this matter, and we look forward to working with you on the project.

Very truly yours,

Stephen C. Anderson, P.E.

SCA/sk

cc: City of John Day
✓Oregon State Highway Division, George Strawn

8687

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

December [illegible], 1977

George Strawn

FROM: George Strawn
Region 5 Liaison Engineer

TO: Vern Skoog, Manager
Highway Finance Section

SALEM

SUBJECT: Canyon Creek (N.W. 3rd Ave.) Br.
City of John Day
Grant County
FA Project No. OS-1201(1)

MISC. CONTRACTS and AGREEMENTS No. 9547

Enclosed find an amendment which will change the chargeable rates in the consultant agreement for the subject project.

If you have any questions, please contact me.

GS:sh
Enclosure

cc Anderson, Perry & Associates
City of John Day
Project Management Section

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE] FAE ☐ OPE ☐
DEC 5 1977
File: PM FA LG OP
TAA Holmes

RECEIVED
AUG 24 1977
RE ARE ARA FS CA RS
P..S AS CE OS TA FAO

State Highway Building, Room 203
Salem, Oregon 97310

8-18-77

Attention: County-City Unit

Subject: Federal Aid Project No. OS-1201(1)
Project Name Canyon Creek Bridge(John Day) Section
(off-System Project)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

Hwy # 2012

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

or

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at John Day, Oregon, this 18th day of August, 1977

City of John Day

CERTIFIED BY:

VERNE A. ALLEN, Regional R/W Supervisor

Date: 8/23/77

Wallace W. Williams
Mayor

Ruthella Crim
City Recorder

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

c.c. DE Swan
C.T. Keasey
Jim Chidsey

8657

The City of John Day

0 SOUTH CANYON BLVD., JOHN DAY, OREGON 97845
AREA CODE (503) 575-0028

May 12, 1977

George Strawn, Liaison Engineer
Oregon State Highway Division
Region 5 Office
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Strawn:

Re: Canyon Cr. (N.W. 3rd Ave.) Bridge Section
Project No. OS-1201(1)

The environment assessment for the above named project has been reviewed and the City of John Day agrees with the Class III, Non-Major classification. Since the environment assessment adequately describes the project and its impact on the area, there is no need for a study report.

The project was discussed with the property owners and general public and no one requested a public hearing.

The City of John Day has considered the social, economic, environmental effects and engineering aspects of the project and does request location and design approval from the State.

Sincerely,

Wallace W. Williams

Wallace W. Williams,Mayor

WWW/rc
cc:Anderson Perry & Associates

C.C. DE Swan

CANYON CREEK (N.W. 3RD AVENUE) BRIDGE - DESIGN CONSIDERATIONS

In designing the project, several factors were taken into consideration that would have an influence on the design, construction, and performance of the bridge and roadway. Some of these were:

1. Bridge span, curvature, and deck height. - The bridge should be long enough and high enough to pass periodic flood flows in Canyon Creek and to allow for passage of a 100 year flood with future channel improvements. It should also be long enough to allow for construction of the foundations without serious disruption of the active stream. The curvature of the bridge should be enough to allow for a smooth transition from the existing N.W. 3rd Avenue into an intersection that is perpendicular to the State Highway. The deck height should be kept to a minimum because of the existing low area at the west end on N.W. 3rd Avenue, and the existing driveways and walks.

2. Bridge Substructure - The bridge should be securely anchored to the foundation because of the periodic flooding, with accompanying debris, that occurs in Canyon Creek. The abutments should be spaced far enough apart to allow passage of flood flows as described in (1).

3. Bridge Superstructure - The bridge should be high enough to allow for the normal passage of debris in the future channel under 100 year flood flows. The bridge deck surface, and accompanying approach fills should be kept as low as possible to allow for a minimum of disturbance to existing streets and the surrounding residential area.

4. Type of Bridge Construction - Because the City of John Day has a small maintenance crew to maintain all of the City Facilities, future maintenance of the structure must be kept to a minimum. Because large equipment and highly skilled labor must be brought into the area when needed, simplicity of construction must be strived for to help keep the cost down. Because of the need to keep the underclearance high for flood flows and the deck grade low for minimum disruption of the surrounding neighborhood, the deck section itself must be as thin as economically feasible.

5. Roadway Construction - The City of John Day does not have street standards as such. Most of their streets are constructed using a 4-inch layer of Crushed Rock topped with two alternate layers of crushed rock chips and asphalt (Asphalt Penetration Macadam). Roadway widths vary around the City depending on traffic loads. Therefore, the use of any amount of crushed rock greater than 4 inches with an asphalt concrete mat would exceed present City Standards.

After careful analysis of all of the factors affecting the bridge design, several alternatives were considered. These alternatives are discussed in the following paragraphs.

Because of the depth of the underlying siltstone (hardpan), the need to securely anchor the bridge to a firm foundation, and yet the need to limit disruption of the active streambed, a pile foundation was most strongly considered. Such a foundation would allow for minimal excavation in the streambed for a footing, and would securely found the bridge on a firm layer, while anchoring it against washout during an extreme flood. Treated wood, Precast Concrete, and Steel Piles were considered. Because of the minimal foundation data obtained for the design, the ease of extension of steel piles, and the remote location of the job, steel was selected.

To keep the span length, and in turn the deck thickness down, vertical concrete abutments and wing walls were chosen. Such abutments and wing walls would allow for design of the bridge without the use of heavy riprap or slope protection of the abutments for protection during high water periods. Such a design seems more compatible with the surrounding residential area.

Three types of deck sections were considered for the Bridge Superstructure: Precast Concrete, Cast-in-place Concrete, and Steel Beams. Because of the residential location and high maintenance cost, steel or wooden trusses were not considered. Timber decking and beams were ruled out because of the maintenance cost. To minimize the depth to span ratio, either a cast-in-place concrete slab, a thin precast concrete section, or a composite section consisting of weathering steel beams with a cast-in-place concrete deck looked like the most favorable alternatives.

A preliminary cost comparison between cast-in-place, precast concrete, and composite construction was made. Precast concrete was shown to be as cheap as the other two deck types, while giving an overall savings in deck thickness of from 3 to 14 inches. Because of these factors, an 18" precast prestressed voided concrete slab was decided upon for the final deck section. Straight slab sections could be used for the curved bridge because of the slight amount of curvature across the bridge.

For design of the roadway, two test holes were dug on either side of the bridge near the center of the roadway. Both holes showed the underlying material to be a combination of cobbles (possibly dredge tailings) and a slight amount of sand. "R" values in such material would be impossible. Because of the coarse underlying material, it was decided to use an 8 inch layer of coarse crushed aggregate as a roadway base. This thickness was twice what is normally used in the City, and more than adequate for the observed conditions. Because of the expected high cost of the project, an asphalt concrete overlay on those portions of the existing street which appear to be structurally sound was also used to keep project costs down.

Design calculations and quantity computations are attached for review purposes. A Construction Cost Estimate has already been submitted.

CANYON CREEK (N.W. 3rd AVENUE - JOHN DAY) BRIDGE

HYDRAULIC NARRATIVE REPORT

The type of structure proposed for the N.W. 3rd Avenue crossing of Canyon Creek, in John Day, Oregon, is a single span concrete bridge with cast-in-place concrete abutment walls and precast, prestressed concrete slabs. The precast slabs were selected for the superstructure to provide a minimum depth to span ratio in order to maintain maximum underclearance and minimum approach grades because the Bridge will be constructed in a developed residential area. The overall length of the proposed structure is based on the required span between the abutment walls that will allow the intermediate regional flood flow to pass. The bridge is skewed slightly to match the existing channel to provide uniform flow through the bridge area.

The existing channel at a point approximately 20 feet upstream from the proposed bridge site will carry a maximum flow of 1200 cfs with a water surface elevation of 3067.5 feet. This water surface elevation is the maximum that will allow the stream flow to be retained in the natural channel of Canyon Creek near the bridge site. The proposed bridge is planned so that channel improvements can be made above the bridge site which will increase the flow capacity of the entire channel to 1500 cfs, the Intermediate Regional Flood, as defined in the report prepared by the Corps of Engineers in May, 1969, entitled "Flood Plain Information - John Day and Canyon City, Oregon - Canyon Creek". Six inches of freeboard is planned so that the proposed bridge will not obstruct the natural channel and will pass debris.

The following table presents the data for various floods in Canyon Creek at the N.W. 3rd Avenue Bridge Site.

	MAGNITUDE	FREQUENCY	WATER SURFACE ELEVATION
Present Maximum Channel Capacity	1200 cfs	-	3067.5
Intermediate Regional Flood (No Channel Improvements)	1500 cfs	100 year	3068.2
Design Flood, I.R.F. (With Channel Improvements)	1500 cfs	100 year	3068.9
Standard Project Flood	10,700 cfs	-	-

(Underclearance elevation for proposed structure = 3069.4 feet)

It is impractical to increase the proposed underclearance elevation or lengthen the bridge because the topography adjacent to the Canyon Creek channel is relatively flat, and floods greater than the Intermediate Regional Flood would spread over a wide area out of the stream banks.

N.W. 3rd Avenue Bridge
Grading, Surfacing, Structure

Sheet 1

ENGINEERS ESTIMATE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
1.	Mobilization	Lump Sum	All	Lump Sum	$10,000.00
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$500.00
	ROADWORK				
3.	Clearing and Grubbing	Lump Sum	All	Lump Sum	$300.00
4.	General Excavation	Cu. Yd.	220	$ 6.00	$1,320.00
5.	Embankment in Place	Cu. Yd.	360	$ 4.00	$1,440.00
6.	1"-0 Aggregate Base	Cu. Yd.	400	$13.00	$5,200.00
7.	Class "B" or Class "C" Asphalt Concrete	Ton	290	$30.00	$8700.00
8.	24-inch Culvert Pipe	Lin. Ft.	76	$20.00	$1,520.00
9.	24-inch Metal Culvert End Sections	Each	1	$150.00	$ 150.00
10.	8-inch Sewer Pipe	Lin. Ft.	105	$25.00	$2,625.00
11.	12-inch Sewer Pipe	Lin. Ft.	90	$30.00	$2,700.00
12.	Concrete Manholes	Each	3	$1,000.00	$3,000.00
13.	Modify existing manhole	Each	1	$300.00	$ 300.00
14.	6-inch Water Line	Lin. Ft.	190	$20.00	$3,800.00
15.	Remove Fire Hydrant	Each	1	$500.00	$ 500.00
16.	Guard Rail, Type 2A	Lin. Ft.	113	$12.00	$1,356.00

N.W. 3rd Avenue Bridge
Grading, Surfacing, Structure

Sheet 2

ENGINEERS ESTIMATE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
17.	Rail End Pieces, Type A	Each	1	$ 50.00	$ 50.00
18.	Rail End Pieces, Type B	Each	4	$ 75.00	$ 300.00
	STRUCTURE				
19.	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	$1,000.00
20.	Structure Excavation	Cu. Yd.	160	$ 12.00	$1,920.00
21.	Furnish HP 10x42 Steel Piling	Lin. Ft.	888	$ 10.00	$8,880.00
22.	Drive Steel Piles	Each	27	$ 600.00	$16,200.00
23.	Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	$21,200.00
24.	4' x 40-45' Prestressed Slabs	Each	9	$3,000.00	$27,000.00
25.	Reinforcement	Lump Sum	All	Lump Sum	$ 1,659.00
26.	Three Tube Steel Railing	Lin. Ft.	105	$ 45.00	$ 4,725.00
	SIGNING				
27.	Type "C", "D ", and " E " Signs in Place	Sq. Ft.	40	$ 10.00	$ 400.00

Engineers Estimate $ 126,745.00

Eng & Conting. 13½% 17,110.58

$ 143,855

7637

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

February 9, 1977

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB 10 1977
COUNTY
CITY
UNIT
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Letter to:

Hanley Engineering, 2043 Main Street, Baker
Anderson, Perry & Associates, P.O. Box 1301, La Grande
Oregon East Engineering, P.O. Box 277, Mt. Vernon

Gentlemen:

Attached are Federal Highway Administration Memoranda concerning the use of timber barricades as barriers for controlling traffic in construction zones.

Recent tests conducted by the Southwest Research Institute under contract to the FHWA show timber barricades to be dangerous and ineffective in restraining and redirecting vehicles at 35 m.p.h. speeds.

Effective immediately, timber barricades are not to be used on Federal Aid projects as positive barriers at any speed.

This information is furnished to you in event you are contemplating the use of timber barricades as a positive barrier.

Sincerely,

R. C. Lang

R. C. Lang
Regional Federal Aid Engineer

RCL:SH
Enclosure

cc George Hopkins
W. J. Hart
C. T. Keasey
Hal Versteeg
Frank Terpin

PROJECT MANAGEMENT
FEB 10 77
REFER TO: Prange
FOR
Info ☒
Investigate ☐
R/D ☐
Action ☐
File ☐
Letter ☐
See me ☐

Form 81-734-3122

8687 8

January 26, 1977

City of John Day
City Hall
John Day, OR 97845

Attention: Ruthella Crim
City Recorder

136-H

MISC. CONTRACTS and
AGREEMENTS No. 5990

Gentlemen:

Attached for your files is a fully executed copy of an agreement to construct the Canyon Creek Bridge Section of N. W. Third Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8687 OSR

OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 4, 1976

Stephen C. Anderson
Anderson, Perry, & Associates
P. O. Box 1301
La Grande, OR 97850

Dear Steve:

RE: Canyon Creek (N.W. 3rd Avenue) Bridge Section, City of John Day, OS-1201(1)

This letter is to acknowledge receipt of the reproducible drawings and special provisions which were hand delivered to me September 28.

Review of the plans, specifications, and cost estimates is now underway. I will be in contact with you if any questions arise.

Sincerely yours,

Roger C Lang
Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm

cc: John Moreau
F. E. Terpin
R. W. Ellison
C. G. Swenson
R. H. Prange ✓

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COUNTY & CITY SECTION
OCT 5 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☑ UPE ☒ CE ☑ RE ☐ RPE ☐

Form 81-734-3122

8687

CSR

The City of John Day

240 SOUTH CANYON BLVD. JOHN DAY, OREGON 97845

AREA CODE (503) 575-0028

☐ RE ☐ RCE ☐ RSE ☐ RME
☐ ROE AUG 9 1976 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

August 4, 1976

Mr. R. C. Lang
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Dear Roger:

In response to your letter of July 27 concerning our selection of a consultant engineer for the City of John Day's NW Third Avenue bridge project, I submit the following:

1. Minutes which chronologically relate the consideration the John Day City Council gave to this matter.

2. A copy of correspondence in which proposals were asked and follow-up communications.

3. A copy of the City Council minutes in which Anderson-Perry and Associates were formally designed by council action.

I do hope this documentation will satisfy the Federal Highway Administration's requirement. If it is not adequate, please contact me further on it.

We are eagerly anticipating construction of the bridge this year and are in the process of completing the right-of-way acquisition right now.

Sincerely

JRMoreau

John R. Moreau, Mayor

[illegible]
Pls review

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Enclosures: Itemized above

cy Marion Holmes

JRM:mrg

OSR

Mayor Moreau introduced Mr. & Mrs. Berg to the Council. Mr. Berg is the Construction Supervisor for the First National Bank. He was present to apply for a building permit and to present the plans for the new bank.

Councilman Ryan made a motion that the building permit be issued the First National Bank contingent upon approval by Building Inspector Doug Ferguson and City Engineer Tony Krutch. This was seconded by Councilman Mills and carried unanimously.

Steve Anderson, Consulting Engineer of La Grande appeared before the Council to explain a proposed contract he had prepared for the Third Street Bridge. The Council agreed to allow Doug Ferguson, a local engineer, to submit his proposal before making a final decision. Mayor Moreau pointed out that the N. W. Third Street route should only be used for local service and thru traffic should be limited to emergency use.

Mayor Moreau reminded the Council of a joint meeting with Canyon City on August 20th at Canyon City.

A motion by Councilman Mills and seconded by Councilman Cahill to approve a liquor license for Hoppe's Mixer Shop and Chester's Market carried. Councilmen Stevens & Ryan were opposed.

A motion by Councilman Cahill and seconded by Councilman Mills to approve a liquor license for the Sunset Cafe, Center Club & Anchor Club carried. Councilmen Stevens & Ryan were opposed.

A motion by Councilman Mills and seconded by Councilman Cahill to approve a liquor license for the Elks Club carried. Councilmen Stevens & Ryan were opposed.

The following building permits were reviewed: Ron Thompson - to install a large double wide trailer; Larry Schnetsky - to install a mobile home; Dallas Shown - to add a room to the west side of his house.

On a motion by Councilman Ryan and seconded by Councilman Mills the 3 building permits were approved. This carried unanimously.

Councilman Cahill made a motion to use an imaginary line to determine East and West across the John Day River, and to instruct the Police Chief to come up with house numbers for Charolais Heights and East Highway. This was seconded by Councilman Stevens and carried unanimously.
And correct 7th Avenue numbers

The meeting adjourned at 10:40 PM.

Pauline Dykstuhuis
RECORDER PRO TEM

J Moreau
MAYOR

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☐ ENGR. ☐ COOR. ☐ QE ☐ AE ☐ UE
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ity of John Day

240 SOUTH CANYON BLVD., JOHN DAY, OREGON 97845

FROM THE OFFICE OF: AREA CODE (503) 575-0028

September 16, 1975
OSHD 75 -1

Oregon East Engineering, Inc.
P.O. Box 277
Mt. Vernon, Oregon 97865

Attention: Douglas M. Ferguson
President

Gentlemen:

Subject: N.W. 3rd Avenue Bridge
O S - 1201 (1)

The City of John Day, after reviewing consultant qualifications, present work loads and other items, have selected Anderson - Perry and Associates, Inc. as engineers for the above referenced project.

Thank you for your interest in this work, and the time of preparation that was necessary. The city will be asking for other proposals in the future, and we would be pleased to discuss these with you.

Sincerely,

Anthony H Krutsch

Anthony H. Krutsch
Community Development
Engineer

AHK/rc

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OCT 6 - 1976
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OSR

SEPTEMBER

MINUTES OF THE JOHN DAY CITY COUNCIL MEETING ~~AUGUST~~ SEPTEMBER 9, 1975 AT CITY FIRE HALL

The meeting was called to order with the following present: Mayor, John Moreau; Councilmen Tom Kerns; Joe Cahill; Charles Mills; Ray Stevens; & Phil Ryan. Also present were: Clerk, Ruth Crimm; City Attorney, Tom Mosgrove; Police Chief, William Gibson; City Engineer, Tony Krutch; & Fire Chief, Tom Sutton.

The following citizens were also present: Bob Larkin; John Gardner; Kieth Elliott; Jim Walker; Buss Jolley; Vera Bailey; Shirley Meur; Kathleen Jackson & Don Blue.

The Mayor called the meeting to order and appointed Phil Ryan as recorder pro-tem for the meeting. The mayor then announced that Councilwoman Pauline Dyksterhuis had resigned and that there would be discussion on the matter later in the meeting.

Joe Cahill made the motion for the approval of the bills and the motion was seconded by Charles Mills. Motion carried unanimously.

For the minuets of August 12, Joe Cahill asked for a correction on page 2. An addition to be there to say, "Add correct numbers on 7 th. Street." Tom Kerns then made the motion for the approval of the corrected minuets of August 12. The motion was seconded by Joe Cahill and the motion passed unanimously. Phil Ryan them made the motion that the minuets of August ~~12~~ 22 be approved, Seconded by Joe Cahill and the motion carried unanimously.

The Mayor then called for the matters of the public to be brought before the Council. The members representating the Art Association asked about the renewal of their lease on the building just north of the Fire Hall that they had under lease. Tom Kerns reviewed the terms of the lease for the council. After some discussion about the amount of land that is considered in the lease and as to whether or not this should be purchased from the city. It was stated that perhaps the City should not sell any city property that may be needed at a future date for City building.

Phil Ryan made the motion that we renew the lease as is , except that we delete the section that gives the Art Association the option to purchase. The motion was seconded by Ray Stevens and the motion carried with one dissenting vote by Tom Kerns

The next item brought before the Council was the question by John Gardner as to whether we were able to furnish fire protection to the area that was recently annexed. This area is ~~not~~ now covered by Mutual Aid with the State Forestry + But Not Buildings. After discussion Tom Kerns made the motion to take the necessary legal action to include the annexed area to the Rural District for the remainder of the contract at no change in compensation. The motion was seconded by Charles Mills and the motion carried unanimously. At the suggestion of Tom Kerns the Mayor would be authorized to sign the contract and said contract would become effective when all signatures were upon the contract. This was approved by common consent of the Council.

Bob Larkin then brought up the matter of parking tank trucks on our streets overnight. There was considerable discussion about the interpertation of the Fore Code and our Ordinance covering this matter. At the suggestion of the Council the matter was dropped because it had not been proven that there was a hazard being created by these trucks.

Tom Sutton then opened the discussion concerning other fire matters such as: The service on the Forest Service Compound, Fire Hydrents, etc. After some discussion Tom Kerns asked the Fire Chief and the committee concerned to meet and set a course of action on the Fire Code. The agreement with the Forest Service has been updated and we do not at this time have a copy available for discussion. It was suggested that we ask for specific lines that are referred to.

Don Blue brought to our attention that there were several people making U turns in their vechiles on N. W. Bridge near his home. After discussion Tom Kerns made the motion that we erect some NO U TURN signs at 5 th. & Bridge and on Bridge near the John Day River. This motion was seconded by Charles Mills and carried unanimously.

Keith Elliott then presented a plan for updating the lighting in some areas and for placing lighting on the new annexed area on the East Highway section.

Tom Kerns made the motion that we authorize the plan for street light outlined by Keith Elliott and presented to the Council on September 9, 1975. The motion was seconded by Ray Stevens and the motion was carried.

The Mayor presented a building permit approved by the Planning Committee for the building of a garage by Melvin Kite. The council O.K.8ed the permit.

Charles Mills then made the motion that we accept the letter of resignation from Pauline Dyksterhuis as a member of the Council as she has moved to Baker. The motion was seconded by Joe Cahill and the motion was carried.

At this point the Mayor suggested a party by the council and their families as a farewell party for Pauline and a welcome for Tony Krutch and his family. This was to be ... and the Council and the City employees be notified.

... Council authorizing the Mayor to sign the agree-

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* But Not Buildings

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At this point the Mayor suggested a party by the council and their families as a farewell party for Pauline and a welcome for Tony Krutch and his family. This was to be planned and the council and the City employees be notified.

There was a motion presented to the Council authorizing the Mayor to sign the agreement with the State of Oregon Highway Department concerning the Third Street Bridge. The motion was made by Tom Kerns to adopt this resolution, seconded by Charles Mills. Motion carried unanimously

Engineer Selection Committee

It was brought to our attention that we must approve a Consulting Engineer for this roject of the Third Street Bridge. ✗ ~~Tony Krutch~~ had made a study of the matter and he made the recommendation that we approve the firm of Anderson, Perry & Associates.

Joe Cahill made the motion that we approve and accept Anderson, Perry & Associates as our consulting Engineer Firm. The motion was seconded by Charles Mills and the motion carried.

At this point it was noted that the time of adjournment was passed so Charles Mills made the motion that we continue the meeting until 11:00 P.M. Seconded by Kerns and carried.

It was noted that we had some applications for the position of City Recorder and Secretary for the Planning Commission. The Mayor and Councilman Ryan were to screen the applicants and interview these applicants.

Police Chief Gibson noted that we need a dispatcher by September 15 and there was no applications recommended for the position. Tom Kerns made the motion that the Police Chief be authorized to make this selection and hire the needed dispatcher. The motion was seconded by Joe Cahill, and the motion carried.

The Mayor then made a brief report of the following items of the agenda:

District #12 had made their statement on the restortation of the Kam Wah Chung museum.

The State reported that there was a possibility of getting started on the restortation program this Fall. It had been reported that they could not begin the work until next Spring.

There is a vacancy on the Planning Commission that needs to be filled.

We will go on the waiting list for a traffic light at the junction of Canyon Blvd and Main Street.

There was a request from the Elk's Club for us to give them permission to hold Bingo Games. This would also affect the Catholic Church. After much discussion it was noted hat it would be impossible to police this matter so they would be condicted legally according to State laws and as a result there was no action taken on the matter.

Tony Krutch reported on the letter we had received from the D.E.Q.: The Notice of Intent to apply for a D.E.Q. Grant had been filed and he would apply for the Grant on September 12. The selection of a consulting Engineer for the sewer project is under way and he hoped to be able to report to the first meeting in October.

He also reported that the committees from the two cities of John Day and Canyon City were busy writing a new agreement concerning the joint venture of this project.

The Mayor then mentioned the Audit report by Stan Stout and suggested a special meeting to cover this matter. He also suggested that we include the Budget Committee in this meeting so we can begin to look at our budget plans for the next fiscal year. October 9, 1975 was suggested as a date for this meeting.

The meeting was adjourned at 11:05 P.M.

Signed:

Mayor

Philip Ryan
Recorder pro-tem

OSR

The City of John Day

240 SOUTH CANYON BLVD., JOHN DAY, OREGON 97845
AREA CODE (503) 575-0028

September 3, 1975

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COUNTY & CITY SECTION
OCT 8 - 1976
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

Subject: Consultant Selection

The purpose of the Thursday evening meeting at City Hall will by to select an engineering consultant for the N.W. 3rd Avenue Bridge project. This project will be funded with local and federal money, and it is anticipated that construction will occur next spring and summer.

We presently have two consulting firms to be considered. The following provides a brief description of each firm. Additional information is available at City Hall on each.

Oregon East Engineering
Principle: Douglas M. Ferguson
Place of Business: Mt. Vernon

Oregon East Engineering was originated in 1974. The firm has associated itself with a larger firm in Ontario.

Anderson * Perry & Associates
Principle: Stephen C. Anderson
Place of Business: La Grande

Anderson * Perry & Associates was established in 1973. Present staff consists of 14, and all work on this project will be handled internally.

The selection of a consultant should be based on his education, experience in the field for which has services are desired size of staff, and familiarity with the project at hand.

The attached form may help in the selection process. Please bring this form with you on Thursday.

We will also be asking you to begin preliminary screening of Engineering Consultants for the John Day - Canyon City Sewerage project. We have a number of letters and brochures expressing interest in this work for your review.

Sincerely,

Anthony H. Krutsch

AHK/bjk

IN THE BEAUTIFUL JOHN DAY VALLEY
RANCHING LUMBERING HUNTING FISHING MINING HISTORIC WONDERS
LOCATED ON THE SCENIC HIGHWAYS 26 AND 395

The City of John Day

240 SOUTH CANYON BLVD., JOHN DAY, OREGON 97845

FROM THE OFFICE OF: AREA CODE (503) 575-0028

August 29, 1975

Copies to: Anderson * Perry & Associates
Doug Ferguson

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☐ UPE ☒ CE. ☐ RE ☐ RPE ☐

Gentlemen:

Subject: 3rd Avenue Bridge and Approaches

In order to help us in the consultant reviewing process for selection of an engineer in the 3rd Avenue Bridge project, we have prepared the following questions for your written response. As our committee will meet next week, we are requesting your prompt response to these items.

1. A list of projects on which your company has worked in the area of bridge and roadway construction, This list should include references, which may be contacted, and people within your organization who worked on the project.

2. The firms staff member who will have charge of the project with his background and experience.

3. Experience of staff members who would be assigned to the project during design, and also during construction.

4. Briefly describe your firms methods of handling support services, ie. drafting, soils testing, materials testing, etc.

5. Provide a list of projects which your firm is presently working on, including references.

We invite you to submit any additional information which might be considered in the review process.

The attached map provides a location and general layout of the project under consideration. As the City has received agreements from each of the consultants under review, we felt it would be helpful in identifing the project with both parties.

If you have any questions regarding the above, please feel free to contact this office at your earliest convenience.

Sincerely,

Anthony H Krutsch,
Community Development
Engineer

/ojk

IN THE BEAUTIFUL JOHN DAY VALLEY
RANCHING LUMBERING HUNTING FISHING MINING HISTORIC WONDERS
LOCATED ON THE SCENIC HIGHWAYS 26 AND 395

RECEIVED
COUNTY & CITY SECTION
OCT 5 - 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

SPECIAL MEETING
John Day City Council

Friday, August 1, 1975

A special meeting of the John Day City Council was called to order at noon Friday, August 1, by Mayor John R. Moreau. Attending were Councilmen Stevens, Kerns, Cahill and Mills.

The mayor dispensed with the usual slug of paperwork attendant to calling a special meeting due to the three-day vacation of the city clerk-treasurer. Announcement of the meeting was made on Radio KJDY.

Two items of discussion were on the agenda: 1. Purchase of crushed rock for the repair of city side streets; and 2. Execution of a consultant's agreement with the firm of Anderson, Perry & Associates, La Grande, for the 3rd Street Bridge Project. The latter item was discussed first.

Mayor Moreau reported that he had been informed by telephone during the morning that the Oregon State Transportation Commission had approved the bridge project. He said he could furnish no details since the message was taken by someone else in his office.

The Council, after discussion, decided to have the consultant's agreement submitted by Anderson, Perry and Associates Inc., La Grande, reviewed by Tom Mosgrove, city attorney, and Tony Krutsch, city engineer designate, prior to the August 12 meeting of the City Council. Mayor Moreau said he had been informed by Roger [illegible], regional federal aid engineer for the State Highway Division, La Grande, that the agreement could be deferred until the August 12 meeting. He said he [illegible] bringing the matter up early because he might not be present for the August 12 meeting.

Council next discussed the question of obtaining crushed rock for the repair of city side streets. Mayor Moreau explained the reasons why the two bids received earlier were formally rejected at the Tuesday, July 29, reconvened [illegible] meeting of the City Council.

Councilman Kerns wondered if it would be possible to recycle the bids in view of [illegible] and loss of time associated with rebidding.

Councilman Stevens wondered if the specifications were proper for the job. He [illegible] they shouldn't be modified in an attempt to get local bidders.

Councilman Kerns said the specifications were proper for the work contemplated [illegible] that the fines had to be removed from the rock to get proper results.

There was general discussion thereafter of the method of delivery by Modular [illegible] Co., Prineville, the lowest of the two bidders. It was agreed that the [illegible] Commission and/or County Court would be the ones to see by the [illegible] relief from the ban on the use of NW 7th Avenue, even though [illegible] the best and easiest way to deliver the material to the city.

[illegible] moved that the City purchase 3,500 cubic yards of crushed rock, [illegible], from Modular Crushing at $4.75 a cubic yard. Councilman [illegible] the motion. On the voting, Councilmen Kerns and Mills voted yea; Councilman Cahill voted nay; and Councilman Stevens abstained.

[illegible] adjourned at 1 P. M.

JRMoreau
John R. Moreau, Recorder Pro Tem

8687

OREGON STATE HIGHWAY DEPARTMENT

Form A-101—(7-65)
SP*F204

7—76

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of John Day
City Council
City Hall
John Day, OR 97845

Should be Morreau

Attention of
Honorable J. R. Morrow
Mayor

Request No. (assigned by staff engineer or head of division) cc 1616

Date

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering — Advance Deposit $1,811.70

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the P.E. for the N.W. 3rd Avenue Bridge Section Off-System Project Covered by agreement dated 7/30/75		1,411.70
		To be retained		$ 400.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 1,811.70

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
312-1901-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8687

OSR &
John Day

OREGON STATE
HIGHWAY DIVISION

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 27, 1976

Hon. John R. Moreau
Mayor
John Day, OR 97845

Dear Mayor Moreau:

RE: 3rd Ave. Bridge, Project OS-1201(1)

I have reviewed the job records file for your project and find I am lacking an important item, method of selection of consultant engineer.

The Federal Highway Administration requires documentation of firms contacted and the particular items considered in the final selection. An exception to this would be where local government has retained a consultant on a long-standing previous agreement.

I have no doubt you and your staff examined all aspects when you selected the consultant for your project. The documentation is requested so that our records will be complete. Please give this matter your early attention.

Sincerely,

R C Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:sh

cc George Hopkins

RECEIVED
COUNTY & CITY SECTION
JUL 2[illegible] 197[illegible]
☐ ENGR. ☐ COOR. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT
JUL 28 76
REFER TO:
FOR
See me
Letter
File
Action
R/D
Investigate
Info

Form 81-734-3122

8657

OSR
John Day

THOMAS M. MOSGROVE
ATTORNEY AT LAW

ORVAL D. YOKOM
OF COUNSEL

OGILVIE BUILDING
JOHN DAY, OREGON 97845
TELEPHONE (503) 575-0821

June 22, 1976

☐ RE ☐ RDE ☐ RSE ☒ RME
☐ ROE JUN 28 1976
☐ RDE RECEIVED REGIONAL OFFICE ☐

RECEIVED
COUNTY & CITY SECTION
JUN 28 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Mrs. Ruth Crim
City Recorder
City Hall
John Day, OR 97845

Re: Third Street Bridge

COPY

Dear Ruth:

The question has come up as to whether there would be any liability to the City on account of the grade change in front of abutting property on the proposed Third Street Bridge construction.

There is a statute which provides as follows:

> ORS 105.760. "If consent is given by the governing body of any city to change any grade of any street as such grade has been established or maintained by the consenting city, and pursuant thereto the Department of Transportation or a county changes the grade, the State or the county, whichever makes such change of grade, shall be liable for and shall pay just and reasonable compensation for any damage or injury to any real property abutting upon the road or street affected by the grade change."

This statute, in my opinion, would not apply to the instant situation inasmuch as this will be a contract on the part of the City, with a contractor, pursuant to bid, for the change of the grade of the city street. The only participation of the State is as an interim financing institution, or so I have been advised by Roger Laing, of the Oregon State Highway Office in LaGrande.

The Oregon case of Northwest Ice and Cold Storage v. Multnomah County makes it clear that in the absence of legislative action the consequential damage by reason of a change of a street grade is not a taking of the property as in condemnation and without any statute providing for liability, none exists. That Court also

PROJECT MANAGER
JUN 29 1976
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

cites Barrett v. Union Bridge Co., 117 Or 220, and Brand v. Multnomah County, 38 Or 79.

It is my opinion, therefore, that there would be no consequential damage which is recoverable by an abutting property owner since this is work to be done by the city on a contractual basis.

I express no opinion on whether any federal funding regulations may require us to reach a different result. I doubt that is the case.

Yours truly,

Tom Mosgrove

THOMAS M. MOSGROVE

COPY

TMM/ca

cc: Roger Laing ✓
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 850
LaGrande, OR 97850

Steve Anderson
Anderson-Perry & Associates
P. O. Box 1301
LaGrande, OR 97850

George Hopkins
For your information
RC Laing

8687

OFF SYSTEM

John Day

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
June 21, 1976

FROM: RC Lang
R. C. Lang
Regional Federal Aid Engineer

TO: W. E. Skoog
Controller

SALEM

SUBJECT: Progress Payment
Preliminary Engineering
Canyon Creek (N.W. 3rd Ave.)
Bridge
City of John Day
OS-1201(1)

Attached is billing approved by Mayor John R. Moreau for services performed by Anderson, Perry and Associates.

The billing has been reviewed and marked approved by this office.

In checking with Anderson, Perry and Associates this morning it is noted the billing submitted on May 13, 1976, in the amount of $1,445.87 has not yet been paid. Please check your records and advise if there is some hangup.

RCL:je
Attachment

cc: John R. Moreau
Anderson, Perry & Associates
George Hopkins

PROJECT MANAGEMENT
JUN 22 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

8687

OSR
John Day

Salem, Oregon
April 30, 1976

ORIGINAL SIGNED BY GEORGE HOPKINS

George N. Hopkins
Project Development Engineer

Mr. Roger C. Lang
Region 5 Federal Aid Engineer
La Grande

Consultant Agreement
Canyon Creek (N. W. 3rd Ave.)
City of John Day
OS-1201(1)

Returned herewith is amendment No. 1 which Anderson-Perry and the City of John Day wish to have included in their consultant agreement for subject project. This matter was discussed with FHWA officials, who gently reminded us that, in order to obtain their concurrence, it would be necessary to include a clause governing disputes as stated in FHPM 6-1-2-2, attachment 1 (see paragraph 7, page 3 of attachment 1).

You may delete Item No. 10, entitled "Disputes", if you revise the last sentence of Item No. 9 "Termination" to read: "Any dispute concerning a question of fact in relation to the work may be resolved by conference between the parties hereto, but the decision of State shall be final."

Your proposed paragraph 10 "Jurisdiction" could be shortened by deleting that portion which refers to out-of-state corporations.

Our standard agreement form was revised December 4, 1975, at which time we deleted Item No. 10 "Disputes". Since the revision, there have been no complaints (copy attached).

If the city and consultant find the proposed amendments acceptable, please resubmit amendment No. 1 for FHWA concurrence.

GNH/MCH:sch

Attachment

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

2627

PROJECT MANAGEMENT
APR - 6 '76
REFER TO:
FOR
Info
Investigate
R/D
Action
File
Letter
See me

**OREGON STATE
HIGHWAY DIVISION**
W. E. Schwartz, Regional Engineer
P.O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

April 1, 1976

Re: Off-System Roads Program

RECEIVED
COUNTY & CITY SECTION
APR 6 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Hon. John Moreau
Mayor of John Day
John Day, Oregon 97845

Dear Mayor Moreau:

The Off-System Roads program which you applied for under Section 219, Title 23, U.S. Code, has been approved by the Federal Highway Administration for preliminary engineering.

This authority is for $7,050 and provides funds for survey and design work necessary to advance the project to the contract letting stage.

At this time you should identify the liaison or contact person to be responsible for the project and to receive, audit, approve and forward all bills due to the local agency or your contractor. This is in conformance with "Things to be done by Local Agency", item 2 of the executed Construction Finance Agreement.

The Highway Division or contact person is R. C. Lang, Federal Aid Engineer, La Grande, who will receive all billings from the city for processing and payment. Also, Mr. Lang will be responsible for preliminary engineering compliance with accepted methods developed by the Highway Division. This is in compliance with "Things to be Done by the State" in the Construction Finance Agreement. In the absence of Mr. Lang, Mr. Forrest Epley, La Grande, will be the contact person.

By copy of this letter Anderson, Perry and Associates is autherized to begin preliminary engineering on the project as per telephone conversation on March 30, 1976. Proposed design standards shall not be lower than the minimum design standards as approved May 13, 1970, unless specific deviation is authorized by the Highway Division. Work is to begin within the time period specified in the consultant agreement.

Required right-of-way shall be acquired in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. I urge you to contact Mr. Verne A. Allen, Regional Right of Way Supervisor, 1102 K Avenue, La Grande, telephone 963-8446, to insure full compliance with the act.

The project has been classified as a Category 3 Non-Major Action, which requires minimal action to comply with the Oregon Action Plan. I enclose a copy of the approved assessment for your review and action.

Sincerely,

R C Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:je

cc: Anderson, Perry & Associates
George Hopkins
Verne Allen

OSR- John Day

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL /OR AUTHORIZATION

8687

3-29-76

FEDERAL AID PROJECT NO.
S-1201(1)

STATE PROJECT NO.
Canyon Creek Br Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
OS-14

COUNTY NAME
Grant

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3/29/76	NON-Federal-aid	City Street

GENERAL LOCATION:

City Street-NW 3rd Avenue at Canyon Creek (John Day)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Grade, pave, and one bridge

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* All phases of preliminary engineering necessary to grant location/design approval at a total estimated cost of $5,827, Federal funds $4,545.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/29/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1/14/76 letter you are authorized to proceed with the work as shown above.

RECEIVED
COUNTY & CITY SECTION
APR 2 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ DPE ☐

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/29/76	Halach	Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-691-856

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DE
Oregon

BY (Signature)
L.W. Rulien

TITLE
Program Mana

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS
14	OS-1201(1)	0.038	100,000	78,000	Location Canyon Creek Bridge (John Day) Section Grant County State of Oregon

REMARKS (Division)

RECEIV
COUNTY & CIT
APR

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 3/29/76	SIGNATURE AND TITLE G.L. Green, Div

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed a
tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-[illegible]
(Rev. 8-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 3/29/76
BY (Signature): L.W. Rulien's 1/14/76 letter
TITLE: Program Management Engineer

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

RU	STAGE 2 ITEM NOS. ____ THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
T NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		**Location**	**Work**
(1)	0.038	100,000	78,000	Canyon Creek Bridge (John Day) Section Grant County State of Oregon	Preliminary Engineering, Grade, pave, and one Bridge

RECEIVED
COUNTY & CITY SECTION
APR 2 - 1976
☐ ENGR. ☐ COOR. ☐ ☐ AE ☐ BE
☐ SPE ☐ SE ☐ BE ☐ ☐

RECOMMENDED	APPROVED	
SIGNATURE AND TITLE	DATE 3/29/76	SIGNATURE AND TITLE G.L. Green, Division Administrator

any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga- Federal Government to provide Federal funds for the undertaking.

GPO 915-690

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

DATE SUBMITTED TO W. O.

1-14-76

FEDERAL

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE
CARD 2	1 (10) (20)	City St., N.W. 3rd Ave. at Canyon Cr. (John Day) 21 65	**ADT**	DHV 80 700	1,100 (66)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.
CARD 3	P.E., Gr., Pave and One Bridge 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)

CARD		
CARD 4	CLASS OF FEDERAL FUNDS (Section 219) Off-System Roads	COUNTY NAME
	NAME OF URBAN AREA -- 17-31	ROUTE NO. | FED

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED FEDERAL
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		City Street, N.W. 3rd Avenue at Canyon Creek (John Day)	0.038	10,735	8,37
5					**ROW**					
5					**CONST** (CODE) 6201 X021		"Canyon Creek Bridge (John Day) Section"	0.038	89,265	69,62

CARD	CODE	PREPARED BY		MILES	TOTAL	FEDERAL
CARD 1	CODE 1	CL	PROJECT TOTALS	0.038	100,000	78,00
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24)

MAR 29 1976

FHWA OREGON DIVISION

FEDERAL-AID PROGRAM DATA

68	**ADT**	PRESENT DHV 80 700	FUTURE 1,100 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 627 (4) (9)
								ITEM NO. 14 (14) (15)

Y AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) OS- 14 23	NUMBER 1201(1) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

ds	COUNTY NAME Grant	CODE 023 (14) (16)		PROGRAM STAGE ☐ 1 OR ☒ 2
	ROUTE NO.	FEDERAL-AID Non (32)	STATE City St. (36)	U.S. (37) -- (41)

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
0.038	10,735	8,373		2,362	P.E. all phases; const. reinf. conc. bridge (length 50') and approach roadways.
0.038	89,265	69,627		19,638	ROW-50' Min.; Access Control-None; Parking Restrictions-None.
0.038	100,000	78,000		22,000	
	(16) (23)	(24) (33)	REMARKS		

RECEIVED
COUNTY & CITY SECTION
APR 2 - 1976
☐ ENGR. ☐ COORD. ☐ ☐ AE ☐
☐ ☐ ☐ ☐ ☐

-OVER-

CANYON CREEK BRIDGE (JOHN DAY) SECTION
PROJECT NO. OS-1201(1)

Existing Facility: No existing facility.

Adjacent Sections:

East End -- N.W. 3rd Ave., 40-foot A.C. curbed street.
West End -- Connection with the John Day Highway.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.

2) Construction of a 50-foot reinforced concrete bridge having a 32-foot roadway with an 8-foot sidewalk on the north side. Construct approach roadways for the extension of N.W. 3rd Avenue consisting of grade, drain, high-type pave. for two 10-foot travel lanes, 4-foot shoulders and 8-foot sidewalk on the north side.

   NOTE: Preliminary and construction engineering will be performed by the consultant firm of Anderson-Perry and Associates, Inc., with review and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Note: The City park is adjacent to the south side of the project.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 22, 1975.

IM 50-1-7

1)

2)

FHPM 7-7

a)

b)

Route Da
John Day

Data for

NOTE: T

IM 50-1-70 Requirements:

1) State Clearinghouse -- A-95 review approval letter dated November 18, 1975.

2) District 12 Clearinghouse -- Notice of Intent was submitted to District 12 Clearinghouse on October 9, 1975 and since the Notice of Intent has lain before the Clearinghouse mo than 30 days without action it is therefore assumed that no adverse review or comments will be received.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Will be offered and held if requested.

b) Location/Design -- Will be granted under provisions of the Secondary Road Plan.

Route Data: This will be an additional access for the city to the John Day Highway.

Data for PR-37:

Preliminary Engineering - Field Work . . .	$ 5,827
P.S. and E. Preparation . . .	4,908
Total . . .	$10,

Type Code 6201	$19,265
Type Code X021	70,000

NOTE: This project is in Congressional District No. 2.

8687

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: March 29, 1976

In reply refer to: 1041EC.1

SUBJECT: Oregon Project OS-1201(1)
Canyon Creek Bridge (John Day) Section
Grant County

FROM: G. L. Green, Division Administrator

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer

The Consultant Engineering Agreement with Anderson, Perry & Associates, Inc., as submitted by Mr. Rulien's January 14, 1976 letter is approved with the understanding that the Consultant Engineering Fee is based on the consultant's actual costs of engineering services, plus a fixed fee of $916.04, a total amount not to exceed $7,050.00.

My letter of approval to advance this project has been issued with an effective date of March 29, 1976.

For G. L. Green

cc:
OSHD (Rulien)
OSHD (Reynoldson)
OSHD (Laux)

Hal

RECEIVED
STATE HWY ENGR
MAR 30 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

PROJECT MANAGEMENT
MAR 30 '76
REFER TO

Info	Investigate	R/D	Action	File	Letter	See me

Bp

8687

Our file copy

SALEM, OREGON
March 1, 1976

ORIGINAL SIGNED BY
L. W. RULIEN

L. W. Rulien
Project Management Engineer

Off-System Projects
John Day Procedural Details

E. S. Hunter
Deputy State Highway Engineer

Attached is an exchange of correspondence between the City of John Day and Pat Schwartz that pretty well sets forth the frustrations that are being felt because of the long delays involved in finalizing consultant agreements and getting the work started. I would suggest that this correspondence may lend itself to the study of your "red tape" committee.

LWR:ljt

Att.

cc: Glen Green, FHWA
W. E. Schwartz, Reg. 5

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

OREGON STATE
HIGHWAY DIVISION

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850 Telephone 963-3177

February 23, 1976

Anthony H. Krutsch
Community Development Engineer
City Hall
John Day, Oregon 97845

Dear Tony:

Thank you for your letter of February 17, 1976, concerning the 3rd Avenue Bridge, Project No. OS-1201(1).

The Highway Division is very aware of the frustrating situations encountered thus far in the attempt to program the project.

Our Project Management Section has met with the Federal Highway Administration to resolve their concerns about your selected consultant. It appears the issue has been settled and your project should receive F.H.W.A. approval in the very near future.

I will contact you and your consultant by telephone as soon as I have approval notice.

Sincerely,

R.C. Lang
by je

R. C. Lang
Regional Federal Aid Engineer

PROJECT MANAGEMENT
FEB 25 '76
REFER TO
FOR
Info Investigate R/D Action File Letter See me

RCL:je

cc: Anderson, Perry & Associates
George Hopkins w/attachment

The City of John Day

240 SOUTH CANYON BLVD., JOHN DAY, OREGON 97845
AREA CODE (503) 575-0028

17 February 1976
OSHD 75-2

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE FEB 19 1976 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

Oregon State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Attention: R.C. Lang

Gentlemen:

Subject: 3rd Avenue Bridge
Project No. OS-1201(1)

Since early June 1975, the City of John Day has attempted to begin work on the above referenced project through the Off-Systems Road program. To date, the City has accumulated over 7 pounds of administrative paper work, has deposited $1,811.70 with the OSHD since early September 1975 at no interest, has revised the consulting agreement at the request of the FHWA which increased the hourly cost of engineering services over that which had been negotiated by the City, and has yet to begin a productive hour in meeting the needs for which the project was proposed.

At one time, we were advised that the project had been delayed because the State Clearinghouse had not received the needed responses from other State Agencies. The time limit for response is 30-days, and if not received within this time, it is the usual procedure to issue a positive response on the project. Permits for excavation in streams or rivers have always been a part of project planning. These should not even be considered during the comments period. On 24 September 1975, the OSHD even discussed these permit requirements in a letter to our consultant.

We have now been advised, that the procedure used in selecting our engineer is being questioned.

Hasn't the purpose of project been forgotten? We are proposing to build a second crossing of Canyon Creek to provide for the protection and general welfare of not only the citizen's of John Day, but the entire County, State and National motoring public.

Further delays in the approval of this project will delay the construction until late 1977. Preliminary design will take 2 to 3 months, final design an additional 2 to 3 months, and who knows what time period for review will be required if the present process is any indication.

Construction in winter in this part of the country is impractical. Spring is a period of high run-off in our streams. Normal construction of this type of facility must take place between July and October. If we don't get started, these dates will pass us by in 1976.

17 February 1976

Oregon State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Let's arrive at some schedule for this project and try to meet it. If this takes some meeting of the minds, lets get together as soon as possible.

Sincerely,

Anthony H. Krutsch

Anthony H. Krutsch
Community Development
Engineer.

AHK/rw

3687

OFF SYSTEM
John Day
OS-1201(1)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 19, 1976

TO: Mr. Glen L. Green
Oregon Division Administrator
Federal Highway Administration

FROM: L. [illegible]rien
Project Management Engineer

RE: Oregon Project OS-1201(1)
Canyon Creek Bridge (John Day)
Your File No. 1041BR.1

Your letter dated February 6, 1976 signed by Mr. Herbert A. Schell referred to our program request of January 14, 1976 which was accompanied by a copy of the consultant agreement between Anderson-Perry & Associates and the City of John Day.

Approval of our request is being withheld pending receipt of additional information regarding the consultants, and response to statements as follows:

1. We are not familiar with the organization of Anderson-Perry & Associates.

2. Are they professionally qualified in the state's opinion to perform the work?

3. Have you verified that the consultant has properly trained and experienced personnel for the work?

4. Please furnish us with your verification of these requirements.

5. Please furnish us with a copy of your procedures to assure compliance with the FHPM.

I will respond to the statements and questions in the above order.

1. We have worked with your office since September 1975 in obtaining a satisfactory fee schedule for Anderson-Perry. They are the same consultant that you approved two weeks ago to perform the engineering on the Willow Creek Bridge for the City of Heppner.

2. Yes. This is confirmed in paragraph 2 of the recitals on page 1 of the consultant agreement and our signature of concurrence in the agreement on page 7.

3. In the consultant agreement, paragraph 1 under things to be done by consultant, provides for conferences to be held. At these conferences the State outlines project requirements. The purpose of the project requirements are to assure that the end product is satisfactory in every respect. This issue is further addressed on pages 1 and 2 of Exhibit "A".

4. Our verification is included in each agreement and further confirmed by the OSHD signature of concurrence.

5. Same as 4.

The answers to all questions in your letter are contained in the consultant agreement to which you refer or in previous correspondence.

We would be pleased to consider any proposals you may make that will eliminate the kinds of delays represented by this type of exchange.

LWR/GNH:sch

cc: F. B. Klaboe
E. S. Hunter
G. N. Hopkins
D. E. Swan

3687

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: February 6, 1976

In reply refer to: 1041BR.1

SUBJECT: Oregon Project OS-120(1)
Canyon Creek Bridge (John Day) Section
Consultant Agreement

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Rulien's memorandum, dated 1-14-76, submitted a copy of a consultant agreement between the City of John Day and the engineering consultant. It is stated in the Recitals of the agreement that the city does not have personnel to perform the work and they must engage a consultant. It also states that the city has determined that the consultant is adequately staffed and suitably equiped to perform the engineering services required.

1. The proposed consultant for this project is Anderson-Perry of LaGrande. We are not familiar with the organization. Are they
2. professionally qualified, in the State's opinion, to perform the work (Volume 1, Chapter 7, Section 2 of the Federal-aid Highway Program Manual sets out requirements for the State in this regard). Have you verified that the consultant has properly
3 trained and experienced personnel for the work. Please furnish us
4 with your verification of these requirements. Also, would you
5 furnish us with a copy of your procedures to assure compliance with the FHPM.

For G. L. Green

PROJECT MANAGEMENT
FEB 10 '76
REFER TO: Geo
FOR
Info ☐ Investigate ☐ R/D ☐ Action ☒ File ☐ Letter ☐ See me ☐

RECEIVED
STATE HWY ENGR
FEB 9 '76
REFER TO Rulien
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☑ File ☐

Do we need to do our homework more thoroughly so that Fed can stop calling all requirements to our attn.?

8687

8

PRO 6-2

January 14, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-1201(1)

We are submitting program data for one project, Item No. 14, Project No. OS-1201(1), "Canyon Creek Bridge (John Day) Section", which we desire to have included in the Off-System Roads Program under Section 219 of Title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering up to P.S. and E. preparation at an estimated total cost of $5,827 with obligation of $4,545 in Federal funds.

A copy of the State Clearinghouse A-95 review approval letter was previously submitted.

CL:bb

Enc.
cc: W. E. Schwartz (Region V)

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)			FEDERAL-
DATE SUBMITTED TO W. O.	1-14-76			
CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St., N.W. 3rd Ave. at Canyon Cr. (John Day) 21 65	**ADT**	PRESENT DHV 80 700
				FUTURE 1,100 (66)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., Pave and One Bridge 28 62	NATL. FOREST (63) (65)	PH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	
CARD 4	CLASS OF FEDERAL FUNDS (Section 219) Off-System Roads						COUNTY NAME	
	NAME OF URBAN AREA -- 17-81						ROUTE NO.	FEDE

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PR TOTAL ESTIMATED COST	 FEDERAL F
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		City Street, N.W. 3rd Avenue at Canyon Creek (John Day)	0.038	10,735	8,37
5					**ROW**					
5					**CONST** (CODE) 6201 X021		"Canyon Creek Bridge (John Day) Section"	0.038	89,265	69,62
CARD 1	CODE 1	PREPARED BY CL					PROJECT TOTALS	0.038	100,000	78,00
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24)

FEDERAL-AID PROGRAM DATA

-76

69	**ADT**	PRESENT DHV 80 700	FUTURE 1,100 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 627 (4) (9)	ITEM NO. 14 (14) (18)

SUPV AGCY (68)	DA CLASIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) OS- 14 23	NUMBER 1201(1) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

oads	COUNTY NAME Grant	CODE 023		PROGRAM STAGE ☐ 1 OR ☒ 2
	ROUTE NO.	FEDERAL-AID Non (33)	STATE City St. (36)	U.S. (37) -- (41)

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
0.038	10,735	8,373		2,362	P.E. all phases; const. reinf. conc. bridge (length 50') and approach roadways.
0.038	89,265	69,627		19,638	ROW-50' Min.; Access Control-None; Parking Restrictions-None.
0.038	100,000	78,000		22,000	
	(19) (23)	(24) (33)	REMARKS		

-OVER-

CANYON CREEK BRIDGE (JOHN DAY) SECTION
PROJECT NO. OS-1201(1)

Existing Facility: No existing facility.

Adjacent Sections:

East End -- N.W. 3rd Ave., 40-foot A.C. curbed street.
West End -- Connection with the John Day Highway.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.

2) Construction of a 50-foot reinforced concrete bridge having a 32-foot roadway with an 8-foot sidewalk on the north side. Construct approach roadways for the extension of N.W. 3rd Avenue consisting of grade, drain, high-type pave. for two 10-foot travel lanes, 4-foot shoulders and 8-foot sidewalk on the north side.

   NOTE: Preliminary and construction engineering will be performed by the consultant firm of Anderson-Perry and Associates, Inc., with review and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Note: The City park is adjacent to the south side of the project.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 22, 1975.

IN 50-1-70 R

1) Sta
Nov

2) Di
to
the
tha
adv

FHPM 7-7-5 R

a) Pub

b) Loc
Sec

Route Data:
John Day Hig

Data for PR-

NOTE: This

IM 50-1-70 Requirements:

1) State Clearinghouse -- A-95 review approval letter dated November 18, 1975.

2) District 12 Clearinghouse -- Notice of Intent was submitted to District 12 Clearinghouse on October 9, 1975 and since the Notice of Intent has lain before the Clearinghouse more than 30 days without action it is therefore assumed that no adverse review or comments will be received.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Will be offered and held if requested.

b) Location/Design -- Will be granted under provisions of the Secondary Road Plan.

Route Data: This will be an additional access for the city to the John Day Highway.

Data for PR-37:

Preliminary Engineering - Field Work . . .	$ 5,827
P.S. and E. Preparation . . .	4,90
Total . . .	$10,7

Type Code 6201	$19,265
Type Code X021	70,000

NOTE: This project is in Congressional District No. 2.

8687

OFF SYSTEM
John Day

anderson perry & associates, inc.

STEPHEN C. ANDERSON P.E. PRES.
HOWARD L. PERRY P.E. SEC/TREAS.

PROJECT MANAGEMENT
DEC 29 1976
REFER TO Hal
FOR
☑ Info
☐ Investigate
☐ R/D
☐ Action
☐ File
☐ Letter
☐ See me

December 17, 1976
Job No. 579

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE DEC 20 1976 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

City of John Day
240 South Canyon Blvd.
John Day, Oregon 97845

Attention: Councilmen Tom Kerns
RE: N.W. 3rd Avenue Bridge Design

Dear Tom:

As I told you at the meeting the other night, we should complete our final design of the N.W. 3rd Avenue Bridge by the 31st of January 1977. This we will do if we receive word back on the noise study from the Oregon State Highway Division, Salem Office in early January.

As I explained to you the other night, the City should have the title to the needed right-of-way by January 31st so that the State's review of the final plans and specifications can proceed and the job can go out to bid in an orderly fashion. Our tentative schedule looks like we will be out to bid in early April with a contractor selected and ready to begin work sometime the first part of the summer.

May?

(Now March)

I will be happy to come up to John Day and meet with Ron Hudspith or the John Day Plant Manager and go over the final right-of-way with either of these gentlemen if you wish. Please let me know if you want me to do so and what date would be convenient for you.

Very truly yours,

Stephen C. Anderson, P.E.

SCA/kb

CC: O.S.H.D., George Strawn ✓

engineering • surveying • materials testing

MAIN OFFICE P.O. BOX 1301 (1901 FIR ST.) LA GRANDE, OREGON 97850 (503) 963-8309
BRANCH OFFICE P.O. BOX 268 ENTERPRISE, OREGON 97828 (503) 426-4086

8687

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

November 18, 1976

George Strawn

FROM: George Strawn
Liaison Engineer

SUBJECT: Canyon Creek (N.W. 3rd Ave.)
Bridge
Project No. OS-1201(1)
City of John Day

TO: George Hopkins
Project Development Engineer
Project Management Section

SALEM

Attached find revised chargeable rates for engineering which were submitted to us by the consultant for the subject project.

In accordance with the consultant agreement, these rates were subject to change, and we will accept charges at these new rates up to the maximum amount per consultant agreement unless otherwise notified by your office.

GS/dm
Attachments

cc: Anderson, Perry & Associates
Mayor Protem, John Day

CHARGEABLE RATES

Effective October 1st, 1976

Name	Hourly Salary	Payroll Taxes	Vacation, Sick Leave, Holidays	Hospital and Insurance	Chargeable Rates
S.C. Anderson	$12.50	$1.33	$1.30	$1.83	$16.96
H.L. Perry	11.54	1.23	1.20	1.73	15.70
R.W. Swinehart	8.71	.93	.50	.45	10.59
R. Melton	7.50	.80	.40	.00	8.70
A. Rieke	6.42	.68	.35	.00	7.45
F. Selle	5.60	.59	.31	.00	6.50
R. Orton	4.62	.49	.27	.16	5.54
G. Flowers	4.33	.46	.23	.00	5.02
D. Countryman	4.50	.38	.24	.16	5.28
H. Boggs	4.33	.46	.23	.00	5.02
G. Andrews	4.00	.34	.22	.00	4.56
P. Karl	3.50	.29	.19	.00	3.98
Survey Assistant	3.00	.32	.16	.00	3.48

8687 CSK

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 15, 1976

The Honorable John R. Moreau
City Hall
John Day, Oregon 97845

Dear Mayor Moreau:

RE: Canyon Cr. (N.W. 3rd Ave.) Bridge Section
Project No. OS-1201(1)

The above project has been classified as a Category 3, Non-Major project; and since only one property owner is involved and he has donated the necessary right of way, there is no necessity for a public hearing. All that is required to conform with the Oregon Action Plan for Transportation Planning is to document the following items in letter form stating in effect that:

1. The environment assessment has been reviewed by the City.
2. The City agrees with the Class III, Non-Major classification.
3. Since the environment assessment adequately describes the project and its impact on the area, there is no need for a study report.
4. The City has explained the project to the property owners; no one objected to the project or the required right of way; and no one requested a public hearing.
5. The City has considered the social, economic, environmental effects and engineering aspects of the project and does request location and design approval from the State.

The above statement, in conjunction with the Right of Way and Utility Certification forwarded to you a few days ago, should clear the way for location and design approval.

RECEIVED
COUNTY & CITY SECTION
NOV 16 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ RE ☐ DE
☑ UPE ☑ CE ☑ RE ☑ UPE ☐

Please do not hesitate to call if you have any questions.

Sincerely,

George Strawn

George Strawn
Liaison Engineer

GS/dm

cc: Anderson, Perry & Associates
Wm. Tobeau
R. H. Prange

8687

OSR

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 15, 1976

RECEIVED
COUNTY & CITY SECTION
NOV 16 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ BE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Mr. Steve Anderson
Anderson, Perry & Associates, Inc.
P. O. Box 1301
LaGrande, OR 97850

Re: Canyon Creek Bridge
NW 3rd Avenue
City of John Day

Dear Sir:

The revised typical section with a roadway width of 30 feet for the Canyon Creek structure is approved. This width matches the 11-foot lanes and four-foot shoulders on the approaches. Paving two feet of the shoulders with the remaining two feet gravel surface would be satisfactory. We believe that it may be just as economical initially and more satisfactory from the standpoint of future maintenance to pave the shoulders full width.

We offer several comments on the structure for your consideration. The foundation conditions appear to offer a possibly less expensive alternate to the pile supported freestanding abutment. The superstructure can be carried on a pile encased wall which would eliminate the extensive excavation and footing in the channel. The wall would be considered supported at the top and at a point three to five feet below the bottom of encasement for design purposes. The wall encasement should extend to three feet below the elevation of the future channel. A rough sketch of this concept is enclosed.

The minimum OSHA height requirements for pedestrian railing is 3 feet 6 inches. We recommend a curb under the railing to raise it to at least a 3 foot 6 inch minimum.

The dimensional tolerance and differential camber of prestressed slabs is such that an AC wearing surface will be necessary on the structure in order to get an acceptable riding surface.

Mr. Steve Anderson
Page 2
November 15, 1976

You might also consider elimination of the vertical flat bar grates on the deck drains. On shallow scuppers such as this an open inlet should be satisfactory.

Sincerely,

Walter J. Hart

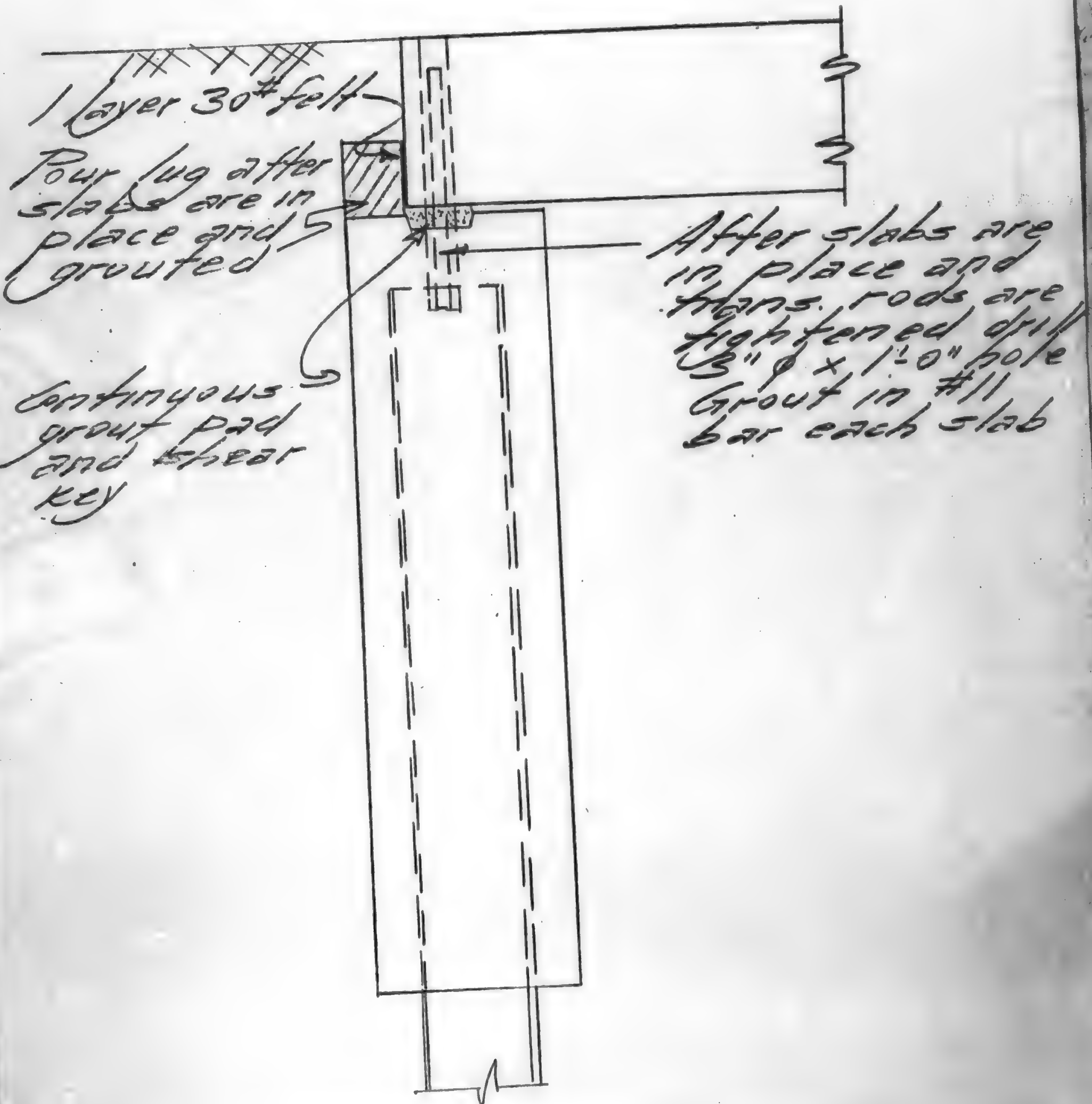
Walter J. Hart
Bridge Engineer

cc Region 5
Don Harwell
City of John Day

Job No.
Sheet of

OREGON STATE HIGHWAY DIVISION

Calculations for
Made by 19 Checked by 19 Backchecked by 19



1 Layer 30# felt

Pour lug after slabs are in place and grouted

Continuous grout pad and shear key

After slabs are in place and trans. rods are tightened drill 13" φ × 1'-0" hole Grout in #11 bar each slab

8687

OSR

**OREGON STATE
HIGHWAY DIVISION**

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 26, 1976

Anderson, Perry & Associates, Inc.
P. O. Box 1301
La Grande, OR 97850

Gentlemen:

RE: Canyon Creek (N. W. 3rd Ave.) Br., City of John Day,
F. A. No. OS-1201(1), Grant County

I received notification from our Salem office that the Canyon Creek (N. W. 3rd Avenue) Bridge design is not acceptable.

We have two conflicts, one of which is the roadway width versus the clear width of the bridge and the other is that the city's application for the project was for a 28 foot total top width of street and a bridge width of 40 feet with an 8 foot walkway. Note the clear width of the proposed bridge is 4 feet wider than the proposed street.

Both conflicts could be solved without redesigning the structure. You could remove the walkway from the south side of the structure and narrow the street width to two paved 12-foot lanes with two 2-foot shoulders. The acceptable standards for street and structure widths can be found in "Geometric Design Guide for Local Roads and Streets", Part 1. When you and the city have decided on the final dimensions, have them write a letter which in effect would state that they want to change the original application to the new design dimensions.

Also, you must have the city approve any plans submitted in their behalf.

Sincerely yours,

George Straw
George Straw
Liaison Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 27 1976
☐ ENGR. ☐ COORD. ☑ DE ☒ AE ☐ DE
☑ BPE ☒ CE ☒ BE ☐ BPE ☐

HAL-FRED

GS/dm

cc: Mayor John Moreau
Robert Prange

H

Form 81-734-3123

8687

The City of John Day

240 SOUTH CANYON BLVD., JOHN DAY, OREGON 97845
AREA CODE (503) 575-0028

December 11, 1975

OSHD 75-2

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE DEC 12 1975 ☑
☐ RDE RECEIVED REGIONAL OFFICE ☐

Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Attention: R.C. Lang

Gentlemen:

Subject: 3rd Avenue Bridge

Attached are three copies of the revised Exhibit "A" for the above reference project. This material should be included with our original contracts as submitted on 30 September 1975.

We hope that this information will expedite the final approval of preliminary information, so that work may begin on this project.

Sincerely,

Anthony H. Krutsch

Anthony H. Krutsch

AHK/rc
cc Anderson Perry & Associates, Inc.

cy Prange ✓
12/16/75

IN THE BEAUTIFUL JOHN DAY VALLEY
RANCHING LUMBERING HUNTING FISHING MINING HISTORIC WONDERS
LOCATED ON THE SCENIC HIGHWAYS 26 AND 395

2. Payment.

a. Preliminary and Design Engineering Fee. In consideration of the terms and obligations of this agreement, the CITY agrees to pay to the CONSULTANTS, as full compensation for the services herein described, the lump sum of $6,835.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling.

b. Construction Engineering Fee. The CITY also agrees to pay to the CONSULTANT as full compensation for construction engineering services herein described, based on the CONSULTANT'S actual costs of engineering services plus a Fixed Fee not to exceed $7,050.00 except as stipulated in paragraph 14 under GENERAL PROVISIONS.

c. No retained percentages will be withheld from the CONSULTANT'S bills.

2. Payment.

a. Preliminary and Design Engineering Fee. In consideration of the terms and obligations of this agreement, the CITY agrees to pay to the CONSULTANTS, as full compensation for the services herein described, the lump sum of $6,835.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling.

b. Construction Engineering Fee. The CITY also agrees to pay to the CONSULTANT as full compensation for construction engineering services herein described, based on the CONSULTANT'S hourly rates, not to exceed $7,050.00 except as stipulated in paragraph 14 under GENERAL PROVISIONS.

c. No retained percentages will be withheld from the CONSULTANT'S bills.

3. Retention of Records and Documents. The CONSULTANTS agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

4. Endorsement. CONSULTANT shall place his endorsement on all engineering data furnished by the CONSULTANT.

5. Covenant Against Contingent Fees. The CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the CONSULTANT, to solicit or secure this agreement, and that the CONSULTANT has not paid or agreed to pay any company or person, other than a bona fide employee working solely for CONSULTANT, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warranty, the CITY shall have the right to annul this agreement without liability, or, in its discretion, to deduct from the contract price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

6. Design Standards. The design standards and procedures for this project shall be patterned after the "Geometric Design Guide for Local Roads and Streets", Part 1-Rural, published by AASHTO, 1970, and by local Design Standards.

8687 J

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division
PROJECT TITLE: NW 3rd Ave Bridge & Approaches
DATE: November 18, 1975

The state has reviewed your project and reached the following conclusions:

11-20-75
cc: G. L. Green, FHWA
✓F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. H. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald
W. J. Hart
Aeronautics Div.

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7510 2 320

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
NOV 20 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Ben / H

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIV
NOV 14 1975

RECEIVED
OCT 24 1975
DIVISION OF STATE LANDS

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

PNRS STATE REVIEW

Project #: 7510 2 320   Due Date: 11/14/75

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(✓) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division routinely applies for permits needed from the Division of State Lands.

Agency Lands   By Jan Haley

PNRS 7510 2 320
Page 2
Due Date: 11-14-75

Additional comments for project improvement. (Cont.)

We request that the district fishery biologist (Errol Claire, 575-1167, John Day) be contacted during the planning stages and that he has the opportunity to review the draft design plans.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

LOCAL GOVERNMENT RELATIONS DIV
NOV 14 1975

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The proposed project could have adverse fishery impacts if proper planning and coordination is not maintained.

The following areas of concern need to be made a part of the project.

1. Structure must be a clear span.
2. No inchannel work will take place between October 1 and August 1, to protect fish migration and the fishery.
3. Turbidity shall be kept out of Canyon Creek and all fuel, oil and concrete residues shall be kept away and out of the stream. (Remarks cont.) — See second page.

Agency ~~[illegible]~~ Fish & Wildlife By William E. Pitney 11-13-75
ENVIRONMENTAL MANAGEMENT SECTION

8687.

8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 22, 1975

136-A

TO

Executive Department
Federal Aid Coordination Unit

East Central Oregon Assoc. of Counties
116 South Main, Room 15
Pendleton, OR 97801

George N. Hopkins

FROM

George N. Hopkins
Project Development Engineer

SUBJECT

Notice of Intent for Federal Aid Funds
State Administrative District No. 12
NW 3rd Avenue Bridge & Approaches
City Street (John Day)
Grant County

Attached is a correction Notice of Intent on the subject project. Replace your original copy distributed October 9, 1975.

RECEIVED
OCT 28 1975
Office of
Assistant State Highway Engineer

Attachment

BLG:ljt

cc: G. L. Green, FHWA
F. B. Klaboe
Victor Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter

G. N. Hopkins, County/City
B. L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald
W. J. Hart
Aeronautics Division

RECEIVED
STATE HWY ENGR
OCT 27 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation	
03	12] APPLICANT ADDRESS STREET [45 State Highway Bldg.	46] CITY [60 Salem	76] ZIP [80 97310

04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563

01 12] PROJECT TITLE [71
NW 3rd Avenue Bridge and Approaches Dist. 12

11	12] PROJECT LOCATION—CITY City Street John Day	PROJECT LOCATION—COUNTY Grant	PROJECT LOCATION [79 SEC: – T: 13 S R: 30 E

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project proposes construction of a new bridge crossing Canyon Creek, thus [71

07 12] providing a more direct route from the John Day Highway into the westerly [71

08 12] residential area of the city of John Day. (Refer to attached Environmental [71

09 12] Assessment for details.) [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	78,000	-	-	22,000	-	100,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15	12] FEDERAL AGENCY NAME [45 U.S. Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: October 9, 1975	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	November	10	1975

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: October 9, 1975

VI. If project includes state funds (12C), identify agency NONE, Line 12 - 36D

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

The City of John Day is the sponsor of this project.

(See Attachment)

8687

8

1:36 H

October 15, 1975

City of John Day
City Hall
John Day, OR 97845

Attention: Philip Ryan

MISC. CONTRACTS and
AGREEMENTS No. 5471

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of N. W. 3rd Avenue Bridge and approaches.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
SALEM
October 10, 1975
7859

FROM: Robert H. Prange
Rural Engineer
County-City Unit

SUBJECT: OSR Program Request
Project No. OS-1201(1)

TO: D. E. Swan
Federal Aid Engineer
Project Management Section

City: John Day Section: NW 3rd Avenue Bridge

Termini: Within the city limits of John Day.

Proposed Work: All phases of PE and construct a bridge and the approaches.

Project Length: Approximately 200 feet.

No testing

[illegible] 18''

Est testing
$2500

Costs:	Total	Federal	City
PE, Consultant	$ ~~6,835~~ 9335	$ ~~5,331~~ 7281	$ ~~1,504~~ 2054
PE, State	1,400	1,092	308
Construction	~~91,765~~ 89,265	~~71,577~~ 69,627	~~20,188~~ 19,638

Existing Facilities: This is an extension of NW 3rd Avenue - no existing facility.

Adjacent Sections:
East End - NW 3rd Avenue, 40-foot AC curbed street.
West End - FAP 5.

Project Data: All phases of PE.
Construct a reinforced concrete bridge on new alignment. Bridge to be approximately 50 feet long with a 32-foot roadway, with an 8-foot sidewalk on the downstream side. Also construct the approaches and connections having a 28-foot roadway for two 10-foot travel lanes and 4-foot shoulders. Also an 8-foot sidewalk on the north side. Roadway and sidewalk are to be surfaced with AC.

Right-of-way: Required. Access Control: None.

Railroad Crossing: None.

Minimum Design Standards: No deviation from standards.

System Action: None.

Route Data: This will be an additional access for the city of John Day to the John Day Highway.

Public Hearing: Hearing will be offered.

Environmental Assessment: 9/25/75

Park and Recreation Area Affected: None in area.

Relocation Assistance: No one moved.

Social, Economic and Environmental Effects Considered: Yes.

Location and Design Approved: At proper time.

Clearinghouse Approved:

Council of Governments:

U.S. Army:

Approved by D.O.T.: 7/30/75

ADT: Maximum 250 present.

HR:mm

8687 8

October 9, 1975

TO:
Executive Department
Federal Aid Coordination Unit

East Central Oregon Assoc. of Counties
116 South Main, Room 15
Pendleton, OR 97801

ORIGINAL SIGNED BY GEORGE N. HOPKINS

FROM:
George N. Hopkins
Project Development Engineer

SUBJECT:
Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 12
Section NW 3rd Ave. Bridge & Approaches
Highway City Street (John Day)
County Grant

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be November 10, 1975.

Attachment

BLG:ek

cc:
G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald
Aeronautics Div.
W. J. Hart

8687

8

Cross Referenced To:

October 9, 1975

Mr. Everett N. King
315 N.W. 3rd
John Day, Oregon 97845

Dear Mr. King:

136-K

Your August 18 letter to Senator Robert Packwood concerning the proposed new bridge in John Day across Canyon Creek has been referred to me for additional clarification.

The Off-System federal program was established to allow local governmental bodies to improve their own system of roads and streets. Local jurisdictions identify prospective projects and set their own priorities. The City of John Day applied for a $100,000 project under the Off-System Road Program for a structure on N.W. 3rd Avenue as an alternate crossing of Canyon Creek. The request has been reviewed and approved by the Oregon Transportation Commission as an eligible project under this program.

You suggested that the money could better be spent on a bypass. Federal law prohibits the use of Off-System funds on a section of highway which is or will be on a Federal Aid System. A bypass would, of course, be a state highway and on the Federal Aid System.

Highway financing is a very complicated issue. The National Congress passes statutes which dedicate certain portions of federal taxes collected (4¢ gas tax, plus certain other taxes on oil, grease, tires, etc.) to specific purposes. For instance, a very large portion of these funds ($80-$85 million per year in Oregon) are allocated to the Interstate System (I-5, I-80N and a few others). These funds must be exclusively used on that system--they are not available for our deteriorating primary and secondary systems. Funds for the primary system, like the John Day Highway, in the approximate amount of $11 million a year, and for the state secondary system, like the Service Creek-Mitchell Highway, in the approximate amount of $3.2 million a year, are all we have to do work on the almost 7,000 miles of state highways on those systems.

When we consider the cost of a new highway (such as a bypass of John Day) at $1-$2 million a mile, it can easily be seen that a bypass of John Day, even if warranted, would be a long way away. There are just too many miles of existing highway on which work is desperately needed and must take precedence over new routes.

The "off-road" system fund, also established by Congress, was established to help out counties and cities for roads not on the state highway system or any other federal road system.

If I can provide any further information regarding this matter, please let me know.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: The Honorable Robert Packwood
City of John Day

bc: E. S. Hunter
R. L. Schroeder
L. W. Rulien
W. E. Schwartz (w/att.)

DES:ljt FBK:srb

HERMAN E. TALMADGE, GA.
VANCE HARTKE, IND.
ABRAHAM RIBICOFF, CONN.
HARRY F. BYRD, JR., VA.
GAYLORD NELSON, WIS.
WALTER F. MONDALE, MINN.
MIKE GRAVEL, ALASKA
LLOYD BENTSEN, TEX.
WILLIAM D. HATHAWAY, MAINE
FLOYD K. HASKELL, COLO.

CARL T. CUR NEBR.
PAUL J. FANNIN, ARIZ.
CLIFFORD P. HANSEN, WYO.
ROBERT J. DOLE, KANS.
BOB PACKWOOD, OREG.
WILLIAM V. ROTH, JR., DEL.
BILL BROCK, TENN.

MICHAEL STERN, STAFF DIRECTOR
DONALD V. MOOREHEAD, CHIEF MINORITY COUNSEL

United States Senate
COMMITTEE ON FINANCE
WASHINGTON, D.C. 20510

September 4, 1975

Mr. Everett N. King
315 N.W. 3rd
John Day, Oregon 97845

Dear Mr. King:

I appreciate receiving your comments and those of other concerned citizens in John Day relative to the Oregon Transportation Commission's grant of $100,000 to build a bridge over Canyon Creek in John Day. There is little that I can do to assist you in changing the decision by local officials to build the bridge. These are your elected officials and it is their job to make these kinds of decisions for the City of John Day.

Relative to funds for a by-pass, federal highway funds are allocated to states through the federal Highway Trust Fund program. The state has the authority to determine, within limits, how that money shall be spent. A decision to build the by-pass around John Day would have to come from the Oregon Highway Department. Thus I am calling your petition to the attention of Fred Klaboe, State Engineer. My office deals with Mr. Klaboe on a continual basis relative to Oregon's highway problems. It may be that you would be able to apply the $100,000 for the bridge towards construction of a by-pass, should the City Council so agree.

I thank you for bringing this matter to my attention. While there is little I can in the way of direct involvement, I did want to take the time to address myself to your concerns.

Cordially,

BOB PACKWOOD

BP:kbs

ESH
KD letter to King?

By/KD R/R

RECEIVED
STATE HWY ENGR
SEP 1 0 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

PROJECT MANAGEMENT SECTION
ROUTING
P.M. ENGINEER
PROJ. DEV. ENGR.
OFFICE ENGR.
COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
MILEAGE CONTROL
PROG. & SCHEDULE
REMARKS:
SEP 11 1975

315 N.W. 3rd.
John Day, Oregon 97845
August 18,1975

Sen. Robert Packwood
U.S. Senate
Washington, D.C.

Dear Sir:

In recent weeks the Oregon Transportation Commission announced that the city of John Day received a grant of $100,000 from federal off-system roads funds to build a bridge within the city limits. The city is located in a narrow valley surrounded by steep terrain. Transportation is restricted to a narrow corridor and, thus, traffic is quite congested in the downtown area--especially from 4-6 P.M.

According to information given in city council meetings, the main purpose for the bridge is to provide an alternate crossing of Canyon Creek during an emergency in case the present bridge is blocked. This reason is rather shaky when you consider that the bridge has never been blocked in anyone's memory: there is fire fighting equipment on both sides of the creek that could be used: there is a foot bridge over which injured people could be carried from ambulance and transferred to the hospital. Still, this was the only reason for the bridge that could be effectively argued for by the bridge advocates.

It is my contention (others who feel as I do have signed this letter also) that this $100,000 is wasted. Something should be done, but I do not believe that this particular bridge is the solution.

What this community really needs is a bypass! The city council and citizens petitioning against the bridge were in agreement that the city has a problem that could be most effectively corrected by building a bypass. This, then, should be of utmost concern. The city council, however, insists on not working toward this ultimate solution and, so it seems, do the other governmental agencies. Instead, they put $100,000 into a program that has very limited value to the community.

Common sense shows that this bridge will not appreciable decrease traffic or congestion in the city. The city, in fact, has not done a feasibility study or taken traffic surveys or anything is prepar-ation for spending their taxpayer's money! This they admitted in a city council meeting. All that the city did was fill out an application for $100,000 to build a bridge. What is most surprising--they got the money!

The bridge as proposed, if built, will not decrease traffic in troubled areas; will not get log trucks out of main intersections; will not provide any money toward solving the city's real problem of no bypass; therefore, it will not satisfy the needs of the community to best advantage in the long run. It will, on the other hand, cost too much: decrease property value in a strictly residential area: possibly subject an area to flooding that has not flooded before: create hardship on adjacent property owners: create a need for changes in sewage and water lines in the area; completely surround the city park and swimming pool with busier streets thereby increasing hazards to children walking to and from these areas: and provide an avenue or loop for prowl by car-driving teenagers possibly searching for friends in the vicinity of the city park.

Is there something that you can do to make the city and/or other govenmental agencies (such as the Oregon Transportation Commission) understand that $100,000 spent on this bridge is money wasted? Perhaps you could push for the bypass and "bypass" this bridge. This money would be a good start on a bypass. It would probably be enough to acquire some land for a first phase of a bypass route and, at the same time, provide the emergency route necessary to cross the creek. This is a creek that one large culvert and 1000 yards of material (or less) should cross with ease. If the government has so much money that it wants to spend--can't it at least put that money in the program that will do the most good?

Please investigate. If there is anything that you can do to sway these "misguided souls" from spending citizens' money flagrantly for something that shows no greater benefit than this bridge your efforts will be greatly appreciated.

Respectfully yours

David S. Hill
Karen J. Hill
Rosalyn D. Quesenberry
Kathryn E. McKeith
Carol L. Sharp
Evelyn E.
Mabel Sharp
Al Bond
Naomi Bond

Everett M. King
Orville Gibbs
Alice Gibbs
Vera Hensley
Bruce Hewkin
Delores C. Hewkin
Donald W Osborn
Evelyn Culp
Edward C. Jussing
G.W. Foltz
Ruby Foltz
Grethel Clemmons

8687

8

PRO 4-3

SALEM, OREGON
September 24, 1975

L. W. Rulien
Project Management Engineer

Mr. E. S. Hunter
Deputy State Highway Engineer

Project Assessment
NW 3rd Avenue Bridge & Approaches
Off-John Day Highway
Grant County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date August 25, 1975

A. PROJECT IDENTIFICATION

Name of Project NW 3rd Avenue Bridge and Approaches (Section) OS-1201(-)

Location of Project - Off-John Day Highway (Highway Name) Route 26 - 395, ORE 5 (Highway No., US - ORE)

John Day (City) Grant (County) V (Region)

Program Off-Systems Roads (Funding) $100,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To relieve congestion on the Route 26 bridge crossing of Canyon Creek by providing an alternative move direct route to the residential area north of Main Street. The bridge would also serve as a route for emergency vehicles.

Origin and History: The project has been considered several times over the last 12 years. Lack of funding has precluded construction.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Bridge: Approximately 50 feet Approaches: Approximately 15 feet each

Termini East - NW 3rd Avenue West - John Day Highway

Alignment (new or existing) New

CATEGORY
3 PROJECT

non-major

Description of Project (cont

Right-of-Way (acreage and type of land use) 0.5 acres commercially zoned land owned by San Juan Lumber company - land is presently vacant.

Typical Section Two travel lanes, 4 foot shoulders and 8 foot walkway/bikeway.

Bikeway Combined walkway/bikeway.

Structures Bridge.

Additional Facilities None.

Access Control Truck traffic will be prohibited.

Materials Contractor furnished.

Borrow and Waste Disposal Site not determined.

Special Construction Methods None required.

Characteristics (ADT) NW 3rd Street is a dead-end residential street; ADT on the existing Highway 26 Canyon Creek Bridge is 3,900. Anticipated ADT on 3rd Street Bridge after construction is 500 to 800 vehicles. Canyon Creek Bridge is presently the only access to west John Day area.

Other General Information (or Supplemental information to items) Hines Lumber Company intends to open in September 1975 an expanded mill located on Highway 26 approximately one-half mile west of the proposed project. The mill will employ approximately 180 people. Hines anticipates from 50 to 100 log trucks per day during the peak of the season will travel through John Day on Highway 26 which is [illegible] with Main Street and on Highway 395.

cont. page 2a

[illegible] Sketch Map is Attached: ☒ Yes ☐

State Forestry fire fighting equipment is located north of downtown on 9th Street. To reach points to the west required traveling south to Main Street then west across the Canyon Creek Bridge. The proposed project would shorten the travel distance and response time for destinations to the west.

The Grant County Fairgrounds is accessed from NE 3rd Avenue. Activities would create sporatic increases in traffic on NW 3rd Avenue if the project were constructed.

During peak hours Main Street (Highway 26) experiences severe congestion delaying emergency vehicles traveling west to a principal commercial-industrial area and the Blue Mountain Hospital.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternatives are limited by topography and funding. Alternatives considered were:

(1) Extending Lamford's as a truck route. This alternative was eliminated because of the steep topography is the area of Lamford Street.

(2) Diverting residential traffic via Lyons Street, NW 5th Avenue. This alternative would also require a bridge crossing and be less convienent for both residential and emergency traffic.

(3) Widening Main Street and Canyon Creek Bridge. This would perpetuate reliance on a single bridge crossing. Main Street is not of adequate width to four lane. Removal of on-street parking would not be acceptable to downtown merchants.

(4) Any bridge crossing south of NW 3rd and north of Main Street would conflict with park lands or school property.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) John Day City Council held an information session on the project April 8, 1975. Several people expressed need for the project and suggested alternatives. Concern was expressed about the safety hazard for small

cont., page 3a

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type Informational

Tentative Date(s) April 8, 1975

A-95 Review: ☐ Not Required ☒ Required

Date Submitted

Date Received

Expected Coordination with Local, State and Federal Agencies Oregon State Highway Division, Federal Highway Administration, and State Lands, Grant County

Expected Coordination with Individuals, Groups, and Organizations Project Development -- Informational hearing has been held. Additional input [illegible] solicited [illegible] plans have been formulated.

children crossing 3rd Street to reach the city park and the added congestion which would occur during fair time.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status — Date

☐ Survey Authorization ____________

☐ Reconnaissance ____________

☐ Field Location ____________

☐ Office Location ____________

☐ Field Prel. Design ____________

☐ Office Prel. Design ____________

☐ Final Design ____________

☐ Contract Plans ____________

FHWA

Status — Date

☐ Systems Planning ____________

☐ Prel. Engineering ____________

☐ Corridor Approval ____________

☐ Design Approval ____________

☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) John Day is located in the narrow John Day River valley at the confluence of Canyon Creek and John Day River. Highway 26 runs along the base of the hills which form the south wall of the canyon.

Canyon Creek is a major tributary to the John Day as it is one of the few drainages with year around flow in the region. Water quality is generally high. Water temperatures rarely exceed 60° due to good vegetative cover. Coliform counts have been high during the summer. This is due to the old septic tank system and should be remedied by the planned sewer system. Coliform levels do not appear to have adversely affected the fish populations.

Canyon Creek hosts a significant summer steelhead run with migration occuring primarily during the months of April thru June. Spawning takes place in the upper [illegible] of Canyon Creek where there are approximately 25 redds per mile. [illegible] area but serves as a rearing area for junvenile [illegible] trout population. In addition 6,000 [illegible] fishing season in Canyon [illegible]

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) John Day, population 1,770, is heavily dependent on agriculture, forestry, and forest product manufacturing for basic employment. Commercial-retail business is located primarily on Main Street (Highway 26). Land use north of Main Street, including 3rd Street is residential. Land use west of Canyon Creek on Highway 26 is mixed industrial and commercial.

In the area of the proposed bridge, east of the creek lies a city park and residential area. West of the site the land is commercially zoned but vacant. No major utility conflicts are anticipated. Air quality is high. Existing noise levels on NW 3rd Street are low and will be adversely affected.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**

   0.5 acres of commercially zoned land which is vacant would be required.

   Consequences:

   Insignificant impact.

2. **Estimated Changes in Traffic Patterns:**

   NW 3rd Street is presently a dead-end residential street with little traffic. The bridge crossing could divert an estimated 500 to 800 vehicles per day along this street.

   Consequences:

   Noise levels will increase on NW 3rd Street. There will be a significant increase in the safety hazard to children. Mobility of emergency vehicles would be increased. Congestion on Main Street would be only slightly decreased.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

No changes anticipated.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Small amount of riparian vegetation, primarily cottonwood trees, will be destroyed. Some siltation and turbidity of Canyon Creek will occur.

Consequences:

Construction needs to be carefully timed and siltation restricted due to the importance of this stream to steelhead and trout production.

5. Expected Adverse Effects on Cultural and Scenic Resources:

City park will receive additional traffic exposure. Residential quality of NW 3rd Street will be deminished.

Consequences:

Traffic volumes are not great enough to adversely affect the park. Individual families with small children are most likely to experience adverse impacts.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Canyon Creek hosts significant steelhead run and is a major tributary to the John Day. Errol Claire, John Day District Fish Biologist, Fish and Wildlife Commission has requested close and continued coordination in the development of this project.

7. Potential for Controversial Issues:

Objections from residents to increased traffic on NW 3rd Street.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      N/A

   b. Noise Standards

      Noise increase is estimated not to exceed guidelines for residential land use.

   c. Water Quality Standards

      Water quality needs to be maintained throughout construction of project.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.	XX		
Acoustical Engineer	XX		
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and [illegible] have been defined as follows:

[illegible] and Project Management Staff consultation. No formal type-[illegible]ort

[illegible]lysis. Short to medium length report including con[illegible] existing setting, probable impact, and steps to minim[illegible]

[illegible] of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

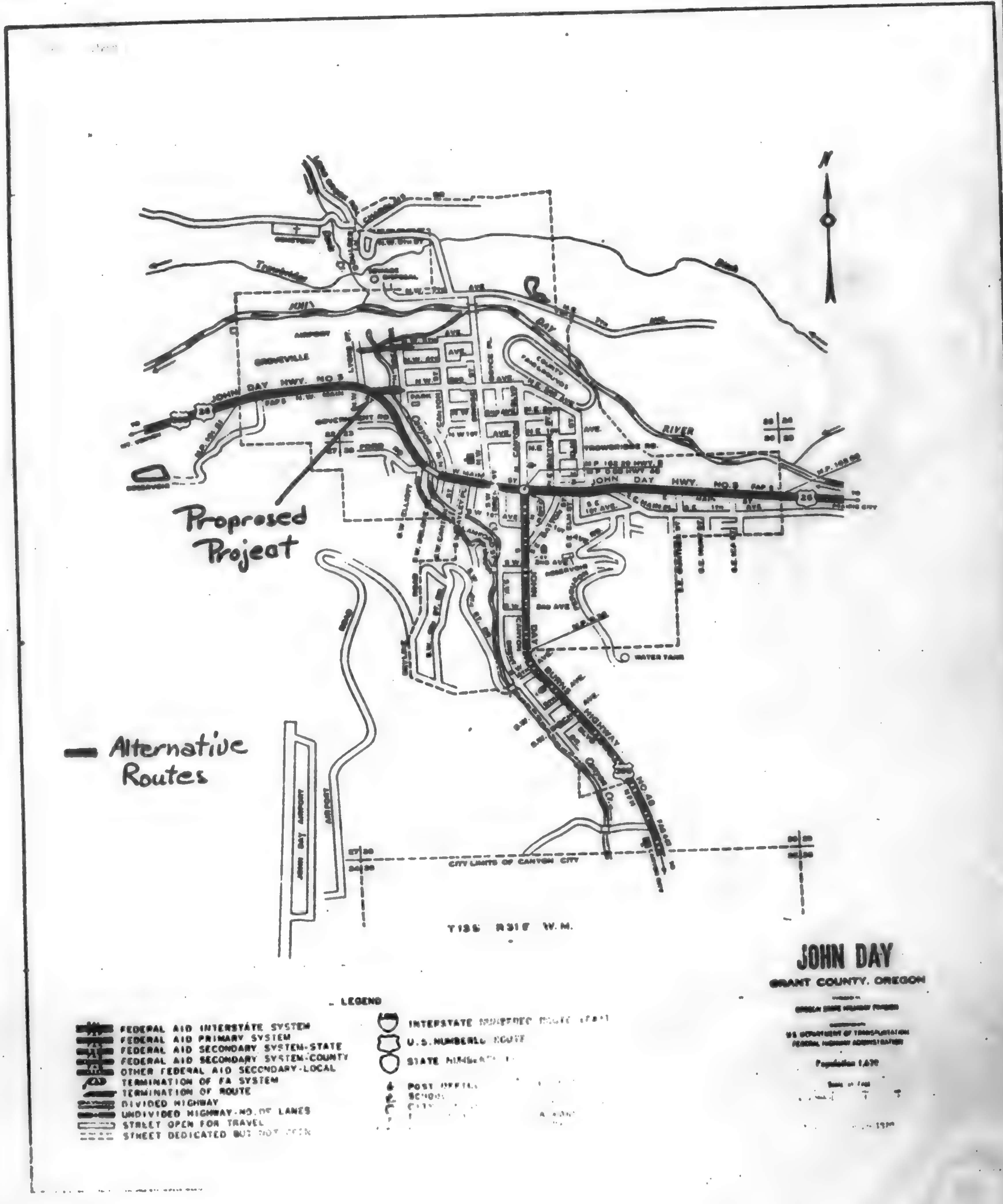
☐ Category 1 ☐ Category 2 ☒ XX Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
    ☐ Significant ☐ Non-Significant
☒ XX Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ XX Assessment Only
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________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Proprosed Projeat
Alternative Routes
JOHN DAY HWY. NO. 5
JOHN DAY RIVER
GROVEVILLE
AIRPORT
COUNTY FAIRGROUNDS
WATER TANK
HIGHWAY NO. 48
CANYON CITY
CITY LIMITS OF CANYON CITY
JOHN DAY AIRPORT
T13S R31E W.M.
JOHN DAY
GRANT COUNTY, OREGON
Population 1,6?0
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
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UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED
POST OFFICE
SCHOOL

Form [illegible] (Rev. 5-73)

8687

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTM OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 22, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project OS-1201(-)
NW 3rd Avenue Bridge & Approaches
Off-John Day Highway
Project Assessment

FROM: G. L. Green, Division Administrator

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 28 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

While we commend you on your early coordination efforts with the State Fish and Wildlife Commission, we would also recommend that consultation with the U. S. Fish and Wildlife Service, . provided for in Section 2 of the Fish and Wildlife Coordination Act (P.L. 85-624) be sought throughout the development of the subject project.

G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Jim Kennedy, Reg Env)

RECEIVED
SEP 23 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 23 '75
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
					✓	

Cy Schroeder

NOTED
R. L. SCHROEDER

OSR
John Day

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section John Day Hwy-Canton Street(John Day)

Highway City Streets

County Grant Region 5

Date August 25, 1975

Authorization No. 1

Survey Prefix 312 -1901
(Assigned by Salem office)

Description of termini, route, length, etc.: From MP 161.86(+-) on the John Day Hwy No. 5, easterly along N.W. 3rd Avenue to Canton Street

Project No. OS-1201(1)

Purpose of survey:

Monitor P.E. Work by Consultant	901	$ 500.00
Final Design and Review	905	200.00
Environmental Assessment and Review	923	200.00
Prepare Plans and Specifications	921	500.00
		$1,400.00

RECEIVED
COUNTY & CITY SECTION
APR 6 - 1976
☐ ENGR. ☐ COOR. ☑ LE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Estimate of cost:

Total estimated cost of survey . . . . . . $ 1,400

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

R.C.Lang
Field Engineer

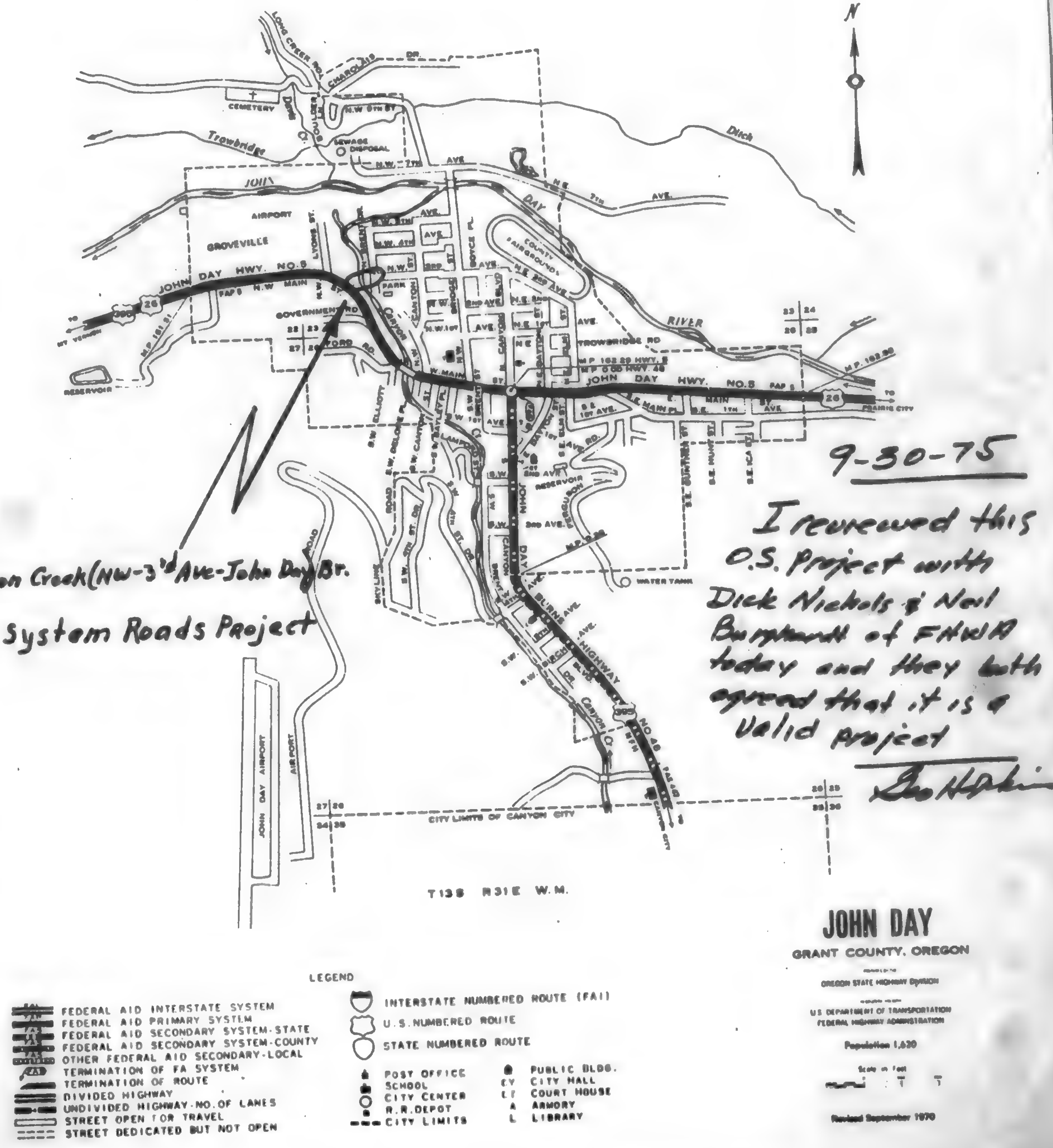
Recommended for Approval:
Warren E. Schwartz
Regional Engineer

Recommended for Approval:
Victor E. Wolfe
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 3-29-76
FED. AID OS ... STATE



Canyon Creek (NW-3rd Ave-John Day Br.

Off System Roads Project

9-30-75

I reviewed this O.S. Project with Dick Nichols & Neil Burghardt of FHWA today and they both agreed that it is a valid project

JOHN DAY

GRANT COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,620

Revised September 1970

OSR
John Day

OREGON STATE HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

Robert Straub
XXXXXXXXXX

August 19, 1975

Anthony H. Kurtsch
Community Development Engineer
240 South Canyon Road
John Day, Oregon 97845

Dear Mr. Kurtsch:

I take this opportunity to comment on items contained in your letter of August 13, 1975, to Anderson, Perry and Associates, of which you sent a copy to me.

On page 2 you requested deletion of "cause to be moved all utilities as may be necessary." CITY

I am not sure of the entire phrase; however, it shall be the city's responsibility to cause the relocation of conflicting utilities as the project is at the request of local authorities.

Obtaining Right-of-Way. Interim Procedural Guidelines.

Page 4, item d identifies conditions which the local government must comply with.

Right-of-way costs, both real property and negotiation, are fundable at 78% under the program. If the city does not have adequate staff, the State will acquire the right-of-way at the expense of the city.

I urge you to contact Mr. Verne A. Allen, Region Right-of-Way Supervisor, 1102 "K" Avenue, La Grande, Oregon, 97850, telephone numbers 963-8446 or 963-8447, so that proper procedure may be followed.

Hal /

RECEIVED
COUNTY & CITY SECTION
AUG 20 1975
☑ ENGR. ☐ CONS. ☐ ☐ UE
☐ UPE ☐ ☐ RE ☑ RPE ☐

AUG 20 1975

City owned utilities which must be adjusted and occupy city right-of-way are eligible for reimbursement. If the city elects to perform the adjustment work under a City Force Order, the work would qualify for service-in-kind if approved by the Highway Division.

Also, if the city wishes to perform the grading and surfacing with county assistance under a City Force Order, the work would qualify for service-in-kind if approved by the Highway Division.

Concerning contract administration, inspection, testing, etc., response to your telephone questions.

In order to qualify for any or all of the above, it will be necessary to receive approval of the Highway Division and F.H.W.A. In order to be considered, please submit the following.

1. Resume of personnel, job title, schooling, experience, certifications.
2. Listing of recent projects which have been supervised and the dollar value of each.
3. Inventory of testing equipment available to perform all required tests on grading, paving and structure.

I hope to be in John Day later this week or early next week. In the meantime, do not hesitate to call, should you have any question.

Sincerely,

W. E. Schwartz
Regional Engineer

By

RC Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:je

cc: George Hopkins ✓
Anderson, Perry & Associates

CSR
John Day

The City of John Day

240 SOUTH CANYON BLVD., JOHN DAY, OREGON 97845
AREA CODE (503) 575-0028
FROM THE OFFICE OF:

August 13, 1975

Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Attention: R. C. Lang
Regional Federal Aid Engineer

☐ RE ☐ RCE ☐ RBE ☐ RMC
☐ ROE AUG 15 1975 ☒
☐ RECEIVED ☐
REGIONAL OFFICE

Gentlemen:

Subject: N W 3rd Avenue Bridge

In response to our conversation on the telephone concerning the anticipated traffic flows on N W 3rd Avenue as a result of construction of the proposed bridge project, the matter was discussed at our regular council meeting of August 12, 1975.

The Council was unanimous in their support of this project as a method of eliminating a potential threat to the general welfare and safety of the public, and reiterated its position regarding future use of the new facilities.

The new structure will serve local traffic needs only, while access design at the existing State Highway will deter use by thru travelers and truck traffic. This project will provide for emergency access across Canyon Creek in the event the present State Highway structure should need to be closed, or is closed by natural causes.

If we can be of further assistance in this mater, please feel free to contact us.

Sincerely,

Anthony H. Kurtsch,
Community Development
Engineer

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

AUG 18 1975

RECEIVED
COUNTY & CITY SECTION
AUG 19 1975
☒ ENGR. ☐ COOR. ☒ CE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

cc Crary Potter
George Hopkins

AHK/BJK

IN THE BEAUTIFUL JOHN DAY VALLEY
RANCHING LUMBERING HUNTING FISHING MINING HISTOR
LOCATED ON THE SCENIC HIGHWAYS 26 AND 395

John Day

Robert Straub
XXXXXXXXXXX

OREGON STATE HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

August 12, 1975

Re: Proposed Off-System Project
Canyon Creek (N.W. 3rd Avenue-
John Day) Bridge Section
Project No. OS-1201(1)

The Honorable John R. Moreau
Mayor of John Day
John Day, Oregon 97845

Dear Mayor Moreau:

The Transportation Commission has approved your proposed Off-System project for funding under the Off-Systems Road Program.

In order that we may proceed with the programing of the project the following items are needed:

1. Three signed copies of the consultant agreement.
2. Three signed copies of the project agreement which are enclosed.
3. An advance deposit of 22% of the preliminary engineering estimate as defined by your consultant engineer.

Upon receiving the above information the Highway Division will program preliminary engineering for F.H.W.A. approval. You will be notified when work may begin.

Sincerely,

W. E. Schwartz
Regional Engineer

By

R. C. Lang
R. C. Lang
Regional Federal Aid Engineer

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
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PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY AUG 13 1975	Off System	Don H
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

RCL:je
Attachments

cc: George Hopkins

EAGLE EDITORIAL VIEWS

**Continuing Editorial Objectives of
The Blue Mountain Eagle:**

- **Merger Now of John Day-Canyon City**
- **Appointment of a County Home-Rule Charter Study Committee**
- **Accreditation of Blue Mountain Hospital**

RECEIVE
COUNTY & CITY SECTI
AUG 5 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

A good move

We'd like to express an editorial note of praise for the recent actions of the Grant County Court and its Budget Committee and the Blue Mountain Hospital District Board of Directors to acquire the Valley Medical Clinic building beside the hospital as district property.

The acquisition was made possible by a generous contribution of $100,000 in county federal revenue-sharing funds to the hospital district. It was the County Court's belief that all the citizens of Grant County would benefit if the medical-office building was put under district ownership so the hospital and the doctors' building could be operated under a single owner to help provide the best possible medical care to Grant Countians.

We've previously applauded the County Court's decision to use revenue-sharing funds to help with the construction of the Blue Mountain Nursing Home addition – thus saving taxpayers $100,000 worth of bonds and the resulting interest payments – and to acquire a dwelling in John Day for the Halfway House.

In all such cases the County Court responded to what it felt was a genuine county-wide need and earmarked dollars to other jurisdictions to meet these needs rather than devoting them strictly to county government programs.

This is the type of cooperative spirit that makes Grant County a very special place in Oregon, and we appreciate the generous spirit that motivated the Grant County Court to help the Hospital Board to solidify a medical complex that will contribute immeasurably to the county's ability to recruit and hold physicians in the years ahead.

Give Straub a chance

Governor Bob Straub is not getting terribly high marks right now in the metropolitan press for his handling of his new staff. Minor tiffs which doubtless mark any administration are being magnified into signs that he's unable to get a rein on his own organization.

An incoming Oregon governor faces a double handicap in his first six to a dozen months. Not only does he have to fashion an administrative team, but he also has to contend with a legislative session that can be sometimes unpredictable in its outcome. Adding to Straub's problems this year was the state employee salary increase issue – a hot-potato item that plagued governor and legislators alike.

We didn't support Bob Straub last November. But Bob Straub did enjoy the confidence of a majority of the Oregonians who voted in the November 1974 election, and we think he deserves more time to get the statehouse in order. We're not inclined to take the tales of staff dissention and disorder now being reported in the Portland, Salem and other daily newspapers too seriously. Straub still has almost 3½ years to go as governor.

Graphic example

One of the continuing interests of this newspaper has been in providing for secondary access routes in tightly congested areas of John Day – areas where there is only one way to go north or south or east or west.

A very graphic example of the bottleneck conditions which can plague the community was provided early Wednesday morning when the roof over the City Hall and police station burst into flames. Hose lines across the street effectively throttled the north-south movement of traffic. Emergency workers could not divert the traffic because the

No more 'free

Malheur National Forest authorities are in the process of revamping the forest's fuel-storage facilities at the forest compound in John Day in the wake of the loss of an undetermined amount of gasoline.

For a time, it appeared that the Jim Retherford Sr. family which resides below the compound area along the West Highway had a secret supply of wealth – underground gasoline reserves which bubbled out gasoline along with spring water.

Although the mysterious source of the gasoline has never been confirmed, the close proximity of the forest's fuel tanks makes the forest's gas storage area the prime suspect.

With gasoline continuing to come out at the Retherfords' home the forest recently uncovered all of its tanks and under-
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Salem Scene

By JACK ZIMMERMAN
Associated Oregon Industries

Rate rejection un

WITH A FEW EXCEPTIONS, disapproval of Workmen's Compensation Insurance rates by Oregon Insurance Commisioner Lester Rawls in Salem last week received only miner news coverage and consequently attracted even less public attention.

The unprecendented refusal by Commissioner Rawls to accept rates set by the National Council on Compensation Insurance doubtless will receive speedy action by the national rate-making body. Response might even be forthcoming this week.

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A very graphic example of the bottleneck conditions which can plague the community was provided early Wednesday morning when the roof over the City Hall and police station burst into flames. Hose lines across the street effectively throttled the north-south movement of traffic. Emergency workers could not divert the traffic because the narrow corridor by the police station is the only way through town.

To be sure, the 1 a. m. hour was not one to inspire much travel, but several vehicles did have to stand by and wait until firemen had quelled the flames and moved the hoses out of the way of the traffic.

The same type of situation could confront the city in several other parts of town if some type of emergency struck. Not only would tempers be frayed, but essential emergency response could be handicapped by the bottlenecks.

This is why it is time, we feel, the John Day City Council and Planning Commission embarks on a concerted program to rid the city of bottlenecks that, someday, could prove costly in terms of human life and property damage.

No more 'free

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Salem Scene

By JACK ZIMMERMAN
Associated Oregon Industries

Rate rejection un

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The unprecendented refusal by Commissioner Rawls to accept rates set by the National Council on Compensation Insurance doubtless will receive speedy action by the national rate-making body. Response might even be forthcoming this week.

Meanwhile, Rawls' rate refusal won't upset operations of the Workmen's Compensation Board and workers injured on the job will be cared for in the usual manner.

The commissioner's action is significant, however, because it calls attention to what has become a matter-of-fact fringe benefit for some 800,000 employed Oregonians

Oregonians.

Completely paid for by employers, Workmen's Compensation Insurance premiums this year are estimated to total more than $233.7 million. Divide this

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John Day, Oregon 97845
Thursday, July 31, 1975
Volume 107, Number 31

Fifteen Cents
Ten Pages -- One Section

Wolf sighting renews old question

A California visitor to the county this week, Robert Oakes of Inyokern, Calif., inquired about a newspaper story and picture he had seen in a San Diego, Calif., newspaper a year ago last spring about a wolf being killed near John Day. The wolf weighed in the range of 75 to 80 pounds.

The Blue Mountain Eagle later checked with Ralph Denney at the Oregon Fish and Wildlife Commission office in Canyon City and found that one was killed east of Ironside a few miles into Malheur County last spring. The authentic wolf find wasn't confirmed until the skull was sent to The Smithsonian Institute in Washington, D. C.

Although it is thought that there are no wolves roaming the Western United States and though the odds are slim, Denney added that the Fish and Wildlife Commission doesn't discount the possibility.

Denney stated that since the wolf was found in that area, it has been "off limits to government trapping and the commission has spent time looking for others."

A wolf sighting was reported near Olive Lake not too long ago, but Denney still believes the odds are slim and that the animals seen may have been large coyotes and/or domestic dogs gone wild.

He added that wolverines, which were also thought to be extinct, have been seen the past few years on Steens Mountain and in Grant County.

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Fred Winegar named to PC Council

PRAIRIE CITY -- Fred Winegar took a seat on the Prairie City Council Monday evening to fill the vacancy created by the resignation earlier this month of Allan Fossum.

Council members voted unanimously at their July 14 meeting to offer the post to Winegar, owner and operator of the Prairie City Feed Store, if he would accept the position.

Fossum was elected in the 1974 city election to fill a four-year term on the council.

Whiskey Gulchers re-elect Traylor

Members of the Whiskey Gulch Gang Inc. held their annual meeting and election of officers Friday, July 25, at the '62 Hall, Canyon City.

Dave Traylor was re-elected president of the group. Other officers include Hugh Farrell, vice president; Cliff Stull, treasurer; and Ellen Stull, secretary.

Elected to serve on the board of directors for the coming year were Hugh Farrell, Jim Thomasson, Dean Farley, Bob Stewart, Bob Driskill, Traylor and Ron Blank.

This year's '62 Days Celebration was discussed [illegible]

Two new staffers to join IED

Two new staff me[illegible] ill be joining [illegible] Education the Grant County Inte[illegible] Reporting of [illegible] District in time fo[illegible] program in School District No. 3.

Goodrum, who has a master's degree in guidance and testing, has worked for the past two years in a small-schools program

City hall scarred in gasoline blaze

An incendiary-type fire early Wednesday morning left a sea of charred roofing material in its wake on the John Day City Hall, but the building was miraculously unscarred below.

John Day Police Office Tom Alley spotted the blaze shortly before 1 a. m. as he was delivering Dispatcher Gail Ryder to the Police Station to relieve Alvena Buxton, who was to go off duty as of 1 a. m.

Alley radioed word of the [illegible] to Mrs. Buxton, who immediately triggered the fire alarm.

The alarm shut off after sounding only briefly and she was searching for a fuse in a drawer when Alley told her to get out of the building.

The roof was a sea of flames when firemen arrived just a short time later.

Chief William Gibson said Wednesday morning that he suspected that poured gasoline ignited by a match or tossed cigarette was the cause of a blaze.

His suspicion was confirmed when a gasoline can taken the night before from the Jerry Holland residence on East Main Street was found some distance away. The can had a reported four gallons of gas in it when it was found missing the night before.

Two youths, one a juvenile, were apprehended Wednesday morni[illegible] Oregon State Police began an arson pr[illegible]

The intense heat of the fire charred the roofing material in the center of the structure, over the onetime pump house, but left the two wings of the building -- over the city office and police station -- less scarred. The rear corner of the city office portion was undamaged even though the wind was blowing in that direction, suggesting to police and firemen alike, that an inflammable of some kind must have been the cause of the fire.

Power was knocked out at the same time the fire alarm signal stopped and city authorities tried unsuccessfully to generate power with the city's truck-mounted generator. Fire Chief Tom Sutton said the intense heat fused the main power wires and prevented the emergency appartus from doing any good.

A representative of Sim's Electric worked until about 4 a. m. before power -- which was needed for radio communications and lights -- was restored.

Firemen had to string hoses across South Canyon Boulevard to pump water on the blazing roof, and traffic was stopped in both directions for about 30 minutes.

Two trucks and an undetermined number of firemen responded to the call. No one was hurt, although Chief Sutton's Volkswagen bears a scar from the fire alarm. (He inadvertently ran the vehicle into the rear of Fireman Richard Spitzer's stalled pickup while responding to the fire call.)

The department's new Plectron alarm system -- which summons firemen by a beeper signal -- was also knocked out by the blaze.

A little water from the roof firefighting effort seeped into the central portion of the building, but no discernable damage was found to the building's contents in either the city office or police wings.

Mrs. Ryder, who was on duty a few nights earlier when rocks were thrown at the building, said she has had enough "excitement" for the time being. Mrs. Buxton said she was completely unaware of the fire until she heard Alley's radioed alarm.

State Police investigate three accidents

Oregon State Police have investigated three accidents in the local area in recent days.

On Monday, a truck and trailer rig owned by Shumaker Trucking of Boise, Idaho, was wrecked eight miles west of Dayville.

Its load shifted, police said, and the driver of the westbound rig, Larry D. Lucas, 27, of Meridian, Idaho, went into a left-hand curve, causing a binder strap to break. The tractor and trailer turned over and Lucas sustained minor injuries and was transported to the Blue Mountain Hospital by the Grant County Volunteer Ambulance Service.

The accident occurred at 10:15 a. m. and blocked the highway temporarily.

Tuesday, at 6 p. m., a 1973 Chevrolet pickup en route west on a Forest Service graveled road to Long Creek Lookout on Long Creek Mountain veered into the soft shoulder of the road and went into a broadside slide as the driver attempted to pull the vehicle back onto the road.

The vehicle then went off the north side of the road and hit a tree stump, police said, and rolled over twice, stopping on its wheels facing north.

The driver of the pickup, Matthew C. Clark, 17, was taken to the hospital by the Northside Unit of the county ambulance service. Both the driver and a passenger, Donald R. Rogers, 18, were from Redmond. The pickup received extens[illegible] damage and was removed by Al's [illegible] Service and Body Shop, John Day. [illegible] accident is still under investigat[illegible] police.

At 7:15 a. m. Wednesday, a [illegible] collision was reported at the [illegible] 26-Pine Creek intersection fiv[illegible] of John Day.

James B. Berry, 71, was [illegible] left-hand turn onto the hig[illegible] car was struck in the left [illegible] an oncoming vehicle, spi[illegible] vehicle around.

The second vehicle [illegible] drive[illegible]

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

INAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed Off-System Roads Projects

AGENDA
JUL 30 1975
49

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the project~~s~~ is ~~$193,600.~~ 105,000. OK

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

Omit ~~CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.~~

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

Omit ~~CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.~~

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

The total estimated cost of these projects is ~~$3,392,800~~ ~~3,087,800~~ 3,104,800 of which ~~$2,646,384~~ ~~2,408,484~~ 2,421,744 will be federal costs and ~~$746,416~~ ~~679,316~~ 683056 will be the responsibility of the local agencies. There will be no cost to the State.

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

HR:scr srb

NOTED
C. W. HEAD

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 21, 1975

TO Mr. E. S. Hunter
Deputy State Highway Engineer
BUILDING

George N Hopkins

FROM George N. Hopkins
Project Development Engineer

SUBJECT Proposed Off-System Roads (OSR) Projects

Attached are fifteen copies each of the tabulation and map describing and locating the following proposed OSR projects.

County Requested Projects

CROOK--Ochoco Hwy.-Old Dry Creek Rd. Section
    Mill Creek Rd.
JACKSON--(1) Little Butte Creek (Agate Rd.) Bridge
    (2) Big Butte Creek (Crowfoot Rd.) Bridge
KLAMATH--Hildebrand-Forest Boundary Section
    Squaw Flat Rd.
LINN--Sodom Ditch (Linn West Rd.) Bridge
MARION--Champoeg Rd.-Case Rd. Section
    Giesy-Yergen Rd.
MORROW--Union Pacific Railroad Crossing (Patterson Ferry Rd.) Signals
TILLAMOOK--Tillamook River (Burton) Bridge Section
WALLOWA--Enterprise-Land Fill Section
    Ant Flat Rd.

City Requested Projects

CITY OF BROWNSVILLE--Halsey-Sweet Home Hwy. to Kisling Ave. Section
    Washburn St.
CITY OF CLATSKANIE--Sections of both Nehalem St. and 3rd St.
CITY OF ELGIN--Truck Route on 17th St.
CITY OF HALFWAY--Sections of ten different streets.
CITY OF HEPPNER--Willow Creek (Morgan St.-Heppner) Bridge Section
CITY OF JOHN DAY--Canyon Creek (N. W. 3rd Ave.-John Day) Bridge Section
CITY OF MILTON-FREEWATER--Sections of Dehaven St. and S. W. 6th Ave.
CITY OF MT. ANGEL--Sections of Marquam St. and Monroe St.
CITY OF PRINEVILLE--Sections of N. Court St., N. Durham St. and E. 5th St.
CITY OF RICHLAND--Sections of five different streets.
CITY OF SCIO--N. W. 1st Ave.-N. W. 4th Ave. Section
    N. W. Beech St.

Also included is a request from Ironside Road District No. 5 in Malheur County for the Shasta Creek Section on the Bridgeport Road, and a request from Rainbow Lane Road District in Washington County.

If satisfactory, these projects should be submitted to the Transportation Commission for approval at the July 30 meeting. A draft of a suggested letter to the Commission is attached.

HR:scr

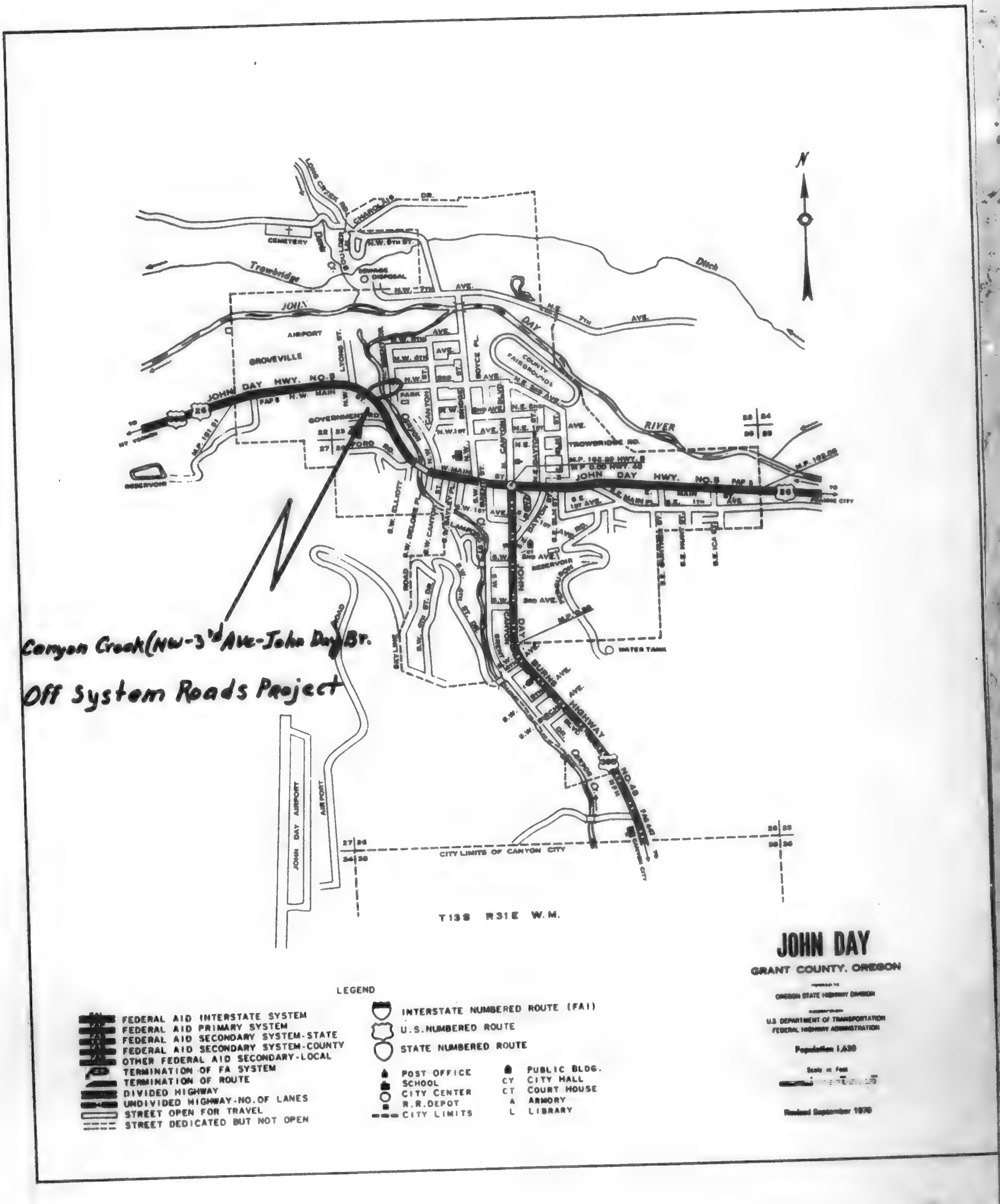
Attachments

CITY OF JOHN DAY
Proposed OSR Project

Project No. OS-1201(1)
Canyon Creek (N. W. 3rd Ave.-John Day) Bridge Section
Structure
$100,000

Construct a reinforced concrete bridge at a new location approximately 50 feet long with a sidewalk on the downstream side. Also to be included will be the approaches and connections. Right-of-way will be required. Engineering is to be performed by a consulting firm.

75-a
7/17/75



Canyon Creek (NW-3rd Ave-John Day) Br.

Off System Roads Project

JOHN DAY

GRANT COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,630

Revised September 1976

868.7

The City of John Day

240 SOUTH CANYON BLVD., JOHN DAY, [illegible] 97845
AREA CODE (503) 575-0028

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE JUN 18 1975 ☐
☐ RECEIVED ☐
REGIONAL OFFICE

June 16, 1975

Mr. Roger Lang, Federal Aid Engineer
Region Five Unit
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon

Dear Roger:

Enclosed find a completed Project Request under Section 219 of the Off-Systems Road Program as well as an Environmental Assessment and a statement elaborating on the need for this NW Third Avenue bridge crossing.

If you require any additional information, please give me a call -- pronto. Naturally we attach a high priority to the project for reasons we have already discussed.

Other supporting data which we could furnish might be a City Council resolution supporting the request. We will be happy to furnish one if necessary.

To go along with the project request, environmental assessment and my statement, I am also enclosing a marked copy of the City Council minutes of April 8, 1975. We at this time asked for public comment on the bridge proposal. Please add this set of minutes to the Project Request file if they will be helpful to our case.

We deeply appreciate the time you have spent with us to help us work up the project application.

Sincerely,

JRMoreau
John R. Moreau, Mayor

Enclosures

RECEIVED
COUNTY & CITY SECTION
JUN 20 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
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COUNTY & CITY SECTION
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The City of John Day

240 SOUTH CANYON BLVD., JOHN DAY, OREGON 97845
AREA CODE (503) 575-0028

June 16, 1975

Re: Project Request, City of John Day
Under Section 219, U. S. C. 23, for
a Bridge on NW Third Avenue and
John Day Highway No. 5, John Day

To Whom It May Concern:

The subject matter of this project request has long been under discussion in the City of John Day. A bridge project represents a sizable commitment of resources for a city of limited financial means and aid is sought under Section 219 of the Off-System Roads Program because the city's contribution will be substantially lessened if the project is approved.

The City of John Day is bisected from east to west by Canyon Creek, which flows into the John Day River on the north side of the city. For all practical purposes, east-west travel within both the city and the County of Grant is forced to use exclusively a single state highway bridge located just west of the city center on John Day Highway No. 5 (U. S. Highway 26-395).

Response by the John Day Police and Fire Departments, the Grant County Volunteer Ambulance Service or by other essential services, including fire-fighting crews of the East Central Oregon District of the Oregon State Forestry Department to areas west of the city all has to be over the single, existing bridge. Transportation to and from the Blue Mountain Hospital, which is west of the creek, also is confined exclusively to this single bridge location. Additionally, hospital patients which must be transported quickly by air to other medical centers first must be transported across the bridge to reach the John Day State Airport, which is on the east side of the creek.

The single bridge is adequate for current ADT's, in the view of Oregon State Highway Division officials, only if it continues to be open. Its closing due to a variety of natural causes -- fire in the close proximity, flood damage, stalling of a single large vehicle across both lanes, etc. -- would endanger public general welfare and safety in both the city and for virtually all of the county's population. The only east-west routes which would cross this north-south meridian are miles to the north and to the south of the John Day Valley.

In coming months the Edward Hines Lumber Company will open a new sawmill on the west side of John Day. This will greatly increase the ADT in the downtown area (presently 6,200 based on OSHD Traffic Volume Tables for 1973). The ADT just east of the existing Canyon Creek Bridge is 5,300, while the ADT just west of the Highway No. 5 bridge is 3,900. Thus it may be assumed that the existing bridge currently serves an ADT of almost 5,300 since there is virtually nowhere for any traffic to go between Milepost 161.98 on the west and the bridge itself.

The City of John Day

240 SOUTH CANYON BLVD., JOHN DAY, OREGON 97845
AREA CODE (503) 575-0028

2 - Supporting Statement, City of John Day Bridge Application

Continued reliance upon a single creek crossing, and growing ADT tables, have been a continuing source of concern for John Day City Councils. In the middle 1960's serious consideration was given to building a second bridge at the NW Third Avenue location and instituting a parallel one-way grid system through the city via Main Street and NW Third Avenue. This project was abandoned due to the high cost of a bridge to the city and due to the opposition of some NW Third Avenue residents who prefer the relative isolation of their existing dead-end street.

In reconsidering this bridge location at this time, the City Council is fully cognizant of the residents' concerns about greatly increased traffic volumes on NW Third Avenue. Accordingly, the bridge, if built, would be designed for local traffic service purposes only -- to put the West Highway area of the city, including the hospital, much closer to the residents of John Day who reside north of Main Street and east of the creek. It is felt that the bridge would take the pressure off the present Main and Canyon Boulevard intersection (currently with an ADT of 6,200), which is expected to receive a minimum buildup of 150 round trips daily by Hines officials when the new sawmill is completed.

Although through truck traffic on the new bridge would be discouraged, if not prohibited by ordinance, the bridge would be available for use, when necessary, by emergency vehicles of all types needing to cross Canyon Creek.

Elimination of "traffic bottlenecks" and traffic impedence to essential life and safety services was of high priority to John Day residents in a recent survey of priorities undertaken by the undersigned in recent months. Accordingly, we request the most serious possible consideration of the enclosed Project Request.

JRMoreau
John R. Moreau, Mayor

PROJECT REQUEST
SECTION 219 OF U.S. CODE, TITLE 23
"OFF-SYSTEM ROADS"

Project #
OS-1201(1)

Name of County/City John Day Rd. No. ____________ Date June 16th, 1975
County Road Name or street North West 3rd Avenue
Section Name N.W. 3rd Ave. Bridge (John Day)
Type of Project Bridge and Approaches
Location of Project (Attach sketch map) John Day, Oregon
ADT None (50-250 Anticipated) Design Speed 40

Is this request for bridge design only? Yes ________ No X
Yes ________ No ________
Will County hire consultant for this project? Yes X No ________
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

Re item 12

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Asphalt Concrete Total Travel Width 20
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Asphalt Concrete Width Each Side 4 feet
(AC, Pug Cold Mix, Oil Mat) Total Top Width 28 feet

3. Grading & Drainage:
By County ________ County Date of Completion ________ By Contract X

4. Bottom Base Course:
By County ________ County Date of Completion ________ By Contract X
Has base design been given to County? Yes ________ No X
Will it be furnished? Yes X No ________

5. Leveling Course:
By County ________ County Date of Completion ________ By Contract X

6. Binder Course:
By County ________ County Date of Completion ________ By Contract X

7. Traveled Surface & Shoulders:
By County ________ County Date of Completion ________ By Contract X

8. Clearing:
By County ________ County Date of Completion ________ By Contract X

9. Curbs:
Curbs Required? Yes ________ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ________

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JUN 20 1975
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☐ UPE ☐ CE ☑ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes ___X___ No ________
If answer is No, which of the following applies?
Contrary to public safety ________ Cost excessive to need or use ________
Sparse population ________ Area exempt from bike law ________
What is desired width of trail or walkway ___8___ ft.
What type of surface treatment is desired Asphalt Concrete
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes ___X___ No ________
What type of separation from roadway will be used? Painted Line
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes ________ No ___X___
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes ___--___ No ___--___

12. Will replacement be by: County ___--___ Contract ___--___
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes __--__ No __--__

14. Will County adjust structure to additional width? Yes __--__ No __--__

15. Will adjusted width be standard? Yes __X__ No _____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes _____ No __X__

17. Does County wish sight posts installed? Yes _____ No __X__

Re item 8c

~~18. Does County wish State to permanently stripe project? Yes _____ No~~ _____

19. Will County do striping? Yes _____ No __X__

20. Does County wish guardrail installed? Yes __X__ No _____

By County ________ Contractor ___x___
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes _____ No _____
By seeding and mulching Yes _____ No _____
By rock blanket Yes __X__ No _____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes __X__ No _____

23. Can through traffic be detoured? Yes __X__ No _____

24. Must new detour be constructed? Yes _____ No __X__

25. Will detour be constructed and maintained by County? Yes -- No --

26. Will detour be constructed & maintained by Contractor? Yes -- No --

27. Will County sign project outside work area during construction?
Yes ___ No X

28. Will Contractor sign project outside work area during construction?
Yes X No ___

29. Should contract provide for permanent signing? Yes y No ___

Re. item 8c

30. ~~Should State do permanent signing?~~ ~~Yes~~ ___ ~~No~~ ___

31. Will traffic signals be required? Yes ___ No X
If yes, give location and type desired ___

32. Is project contingent upon other factors? Yes ___ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain ___

Remarks re Section I: This work consists of constructing approximately 150 feet of roadway on each end of a new bridge to tie into existing streets.

II. BRIDGE PROJECT DATA

1. Name of river or stream Canyon Creek
2. Name of bridge N.W. 3rd Avenue Bridge
3. Dimensions of existing bridge. Length --- Roadway Width ---
4. Type of design and material used in existing bridge. ---
5. Location (please attach map with location marked):
Section 23 Township 13 So. Range 31 E. W.M.
6. Desired width of proposed bridge 40 feet Approx. length 50 feet
(NOTE: ~~Standard width of FAS structure is traveled way plus full shoulders.)~~

7. Are sidewalks desired? Yes__X__ No______
Upstream ---______ Downstream______X______ Width 8 ft.______

8. Does County wish a particular type of bridge design? Yes______ No__X__
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)____

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No__X__
Explain____

10. Foundation Testing: By County? Yes______ No__X__
~~By State?~~ ~~Yes~~______ ~~No~~______

➡ Re item 8b

11. Will County close road during construction? Yes --- No ---

12. Can presently established road be used as detour? Yes__X__ No______

13. Must a new detour be constructed? Yes______ No__X__

14. Will detour be constructed & maintained by County? Yes --- No ---

15. Will detour be constructed & maintained by Contractor? Yes --- No ---

16. Will County sign project outside work area during construction?
Yes______ No__X__

17. Will Contractor sign project outside work area during construction?
Yes__X__ No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes__X__ No______
Traveled surface: Type A.C.______ Width 20______
Shoulder surface: Type A.C.______ Width 4 ft. each side
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes__X__ No______

N.W. quadrant distance from structure 150 feet
N.E. quadrant distance from structure "
S.W. quadrant distance from structure "
S.E. quadrant distance from structure "

20. Guardrail: Desired on approaches or connections: Yes__X__ No_____
By County _______ Contractor_X_____
Right side only? Yes__X___ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes__--__ No__--__
Use for detour? Yes__--__ No__--__
Removed by County? Yes__--__ No__--__
Removed by Contractor? Yes__--__ No__--__
Salvaged by Contractor for County? Yes__---__ No__---__

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes__X__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No__X_____ Size__________
Company____
b. Sanitary sewer mains: Yes________ No__X_____ Size__________
Company____
c. Storm sewer: Yes________ No__X_____ Size__________
Company____
d. Gas mains: Yes________ No__X_____ Size__________
Company____
e. Power lines: Yes________ No__X_____ Size__________
Company____
f. Telephone lines: Yes________ No__X_____ Size__________
Company____
g. Other Utilities:__None__________________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes___X____ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No__X_____

26. Does County wish complete job of illumination in project?
Yes________ No__X_____

27. Is project contingent upon other factors? Yes_______ No___X____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____

____

____

____

Remarks re Section II: This is a new bridge structure with a sidewalk on one side.

____

____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   ~~By State? Yes~~________ ~~No~~________
   By Consultant? Yes___X___ No________
   By County? Yes________ No________
   (NOTE: ~~a. If project is cancelled, County must pay for survey.~~
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

⇨ Re item 8b

2. Does County have any survey data? Yes___X___ No________

3. Construction plans and specifications to be prepared:
   By State? Yes________ No________
   By Consultant? Yes___X___ No________
   By County? Yes________ No________

⇨ Re. item 10

4. Does County desire center line to be permanently monumented as part of project? Yes________ No___X___

5. Does County desire right-of-way to be permanently monumented as part of project? Yes________ No___X___
   (NOTE: ~~Right-of-way monumenting will necessitate special programming.)~~

Remarks re Section III: (Note: ~~Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)~~

____

____

____

____

____

____

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum ______ Minimum ________

2. Is any additional right-of-way needed? Yes X No _____ (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes X No ____

4. Should State negotiate & acquire right-of-way in behalf of County? Yes --- No ---

5. Should State prepare options? Yes ____ No X

6. Should material source site be included in right-of-way descriptions? Yes _____ No X

Re item 8d

7. Is there any merchantable timber on right-of-way? Yes _____ No X

8. Will timber be reserved for owner? Yes -- No --
If removed by County or individual, must be done prior advertisement for bids.
~~If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.~~

9. Will timber become property of contractor? Yes -x- No ---

10. Is a hearing necessary? Yes X No _____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No X
If yes, give type and name of utility company: ____________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes _____ No X
If yes, give type and name of utility company: ____________________

13. Are utilities on existing right-of-way by permit --- or by franchise ---
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No X
If yes, give name of irrigation company or district ____________________
and dates between which water can be turned off: From ____________
To ____________

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad ____

17. Number of tracks: Mainline --- Siding --- Total ---

18. Sight Distance: --- (Left) --- (Right)

19. Number of Trains: Passenger --- Speed ---
Freight --- Speed ---

20. Angle of Intersection: ---

21. Type of Existing Crossing: Grade ---
Overcrossing ---
Undercrossing ---

22. Existing Protection:
Advance warning signs --- Automatic flashing --- Stop signs ---
Crossbucks --- Automatic bell --- Gates ---

23. Proposed Protection: ---

24. Are there to be stopping lanes for buses and trucks, etc.
Yes --- No ---

25. Will railroad crossing be altered: Yes --- No ---
If yes, specify: ______

26. Traffic Control Signing:
To be part of project? Yes X No ______
By County? Yes ______ No X
~~By State at County expense? Yes~~ ______ ~~No~~ ______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes X No ______
By County? Yes ______ No X
~~By State at County expense? Yes~~ ______ ~~No~~ ______

28. ~~Does County wish State to prepare P.U.C. hearing data? Yes~~ ______ ~~No~~ ______

29. Will P.U.C. application be made ~~by State~~ ______ or County No ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV No known utilities are located in the area.

V. MATERIAL SOURCES DATA

1. Gravel ______________ Quarry ______________ Cinders ______________

2. Owner: County______ State______ Private______ Other______

3. Location: ____________ Section______ Township__________ Range________ W.M.

4. If County lease, what are royalty payments?______________________________

5. Materials furnished by : Borrow_______ Select Topping _______
Base Course_______ Level Course_______ Mineral Agregates_______
Location____
Miscellaneous Items__________________________________

Remarks re Section V Materials will come from commercial sources and be furnished by the contractor

VI. FINANCIAL DATA

1. Estimated Cost: $ 100,000.00

2. Available Funds $ 22,000.00

3.

4. Date match money is available July, 1975

5. Will there be any 100% money? Yes X No______

6. Maximum amount of 100% County money available: $ 22,000.00

7. Date City request letting: October, 1975

Remarks re Section VI City must readjust budget if Project is approved to acquire match money.

UNUSUAL OR COMPLICATED CIRCUMSTANCES:____________________________________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By______________________________
~~County Judge or Comm. Chairman~~ or Mayor

By______________________________
County Commissioner or CITY

By______________________________
County Commissioner or CITY

____
O.S.H.D. Field Engineer

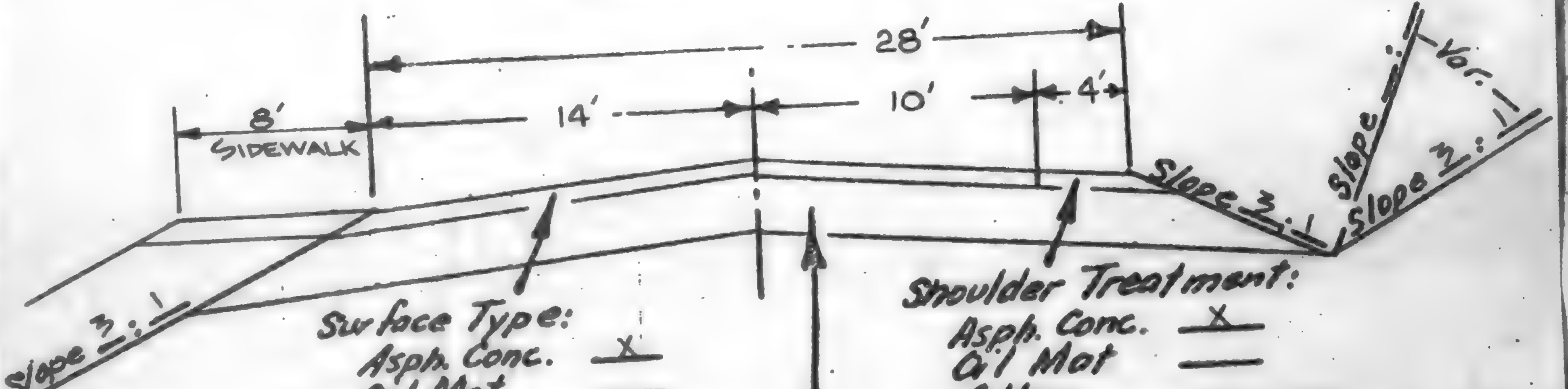
Date____________________

By/______________________________
City/County Engineer or Roadmaster

City/County John Day
Date June 16th, 1975

TYPICAL SECTION

ROADWAY

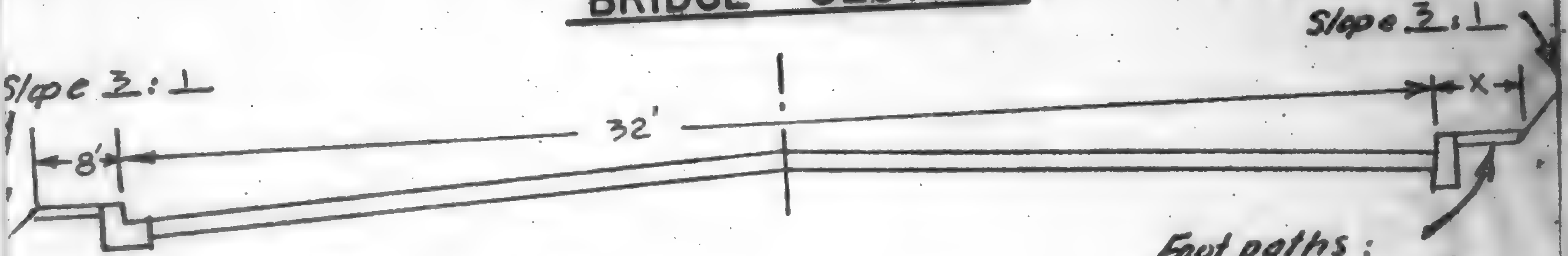


Surface Type:
Asph. Conc. X
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. X
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run X (6")
Crushed Stone X (4")
Asph. Treated ___
Cement Treated ___

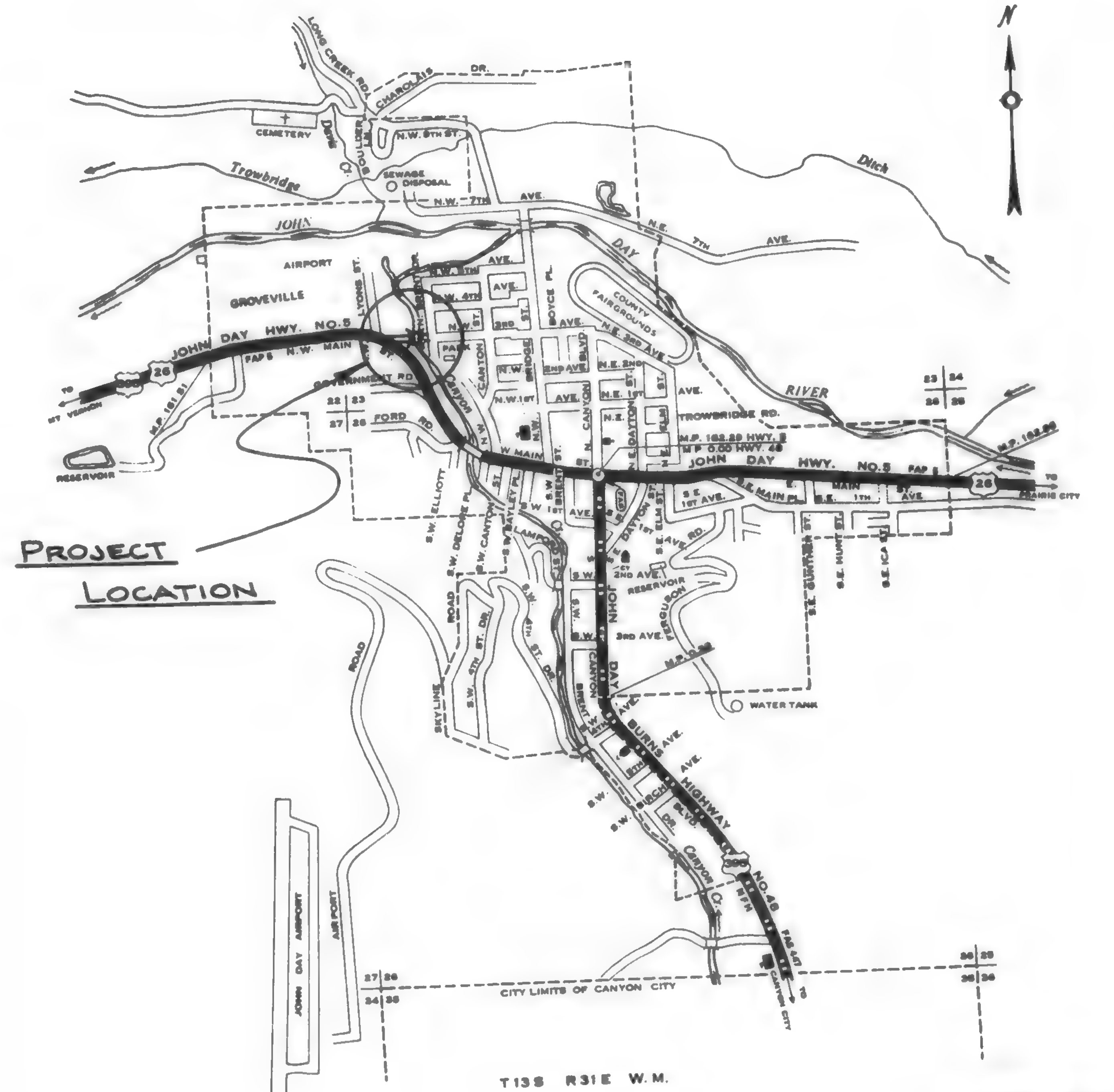
BRIDGE SECTION



Foot paths:
Asph. Conc. X
Gravel ___

No. of Lanes 2
Lane Width 10'
Shoulder Width 6' or Shy Dist. from Curb ___
Median Width NONE
Total Width between Curbs 32'

Curbs:
Type "C" ___
Curb & Gutter ___
Other X



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

●	POST OFFICE	●	PUBLIC BLDG.
●	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
●	R.R. DEPOT	A	ARMORY
---	CITY LIMITS	L	LIBRARY

JOHN DAY

GRANT COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,620

Scale in Feet

Revised September 1979

7627

Pages 1-2

REGULAR MEETING

April 8, 1975

John Day City Council

7:30 P.M.

/ Charlie Mills

Those present were Mayor Moreau, Councilmen Tom Kerns, Joe Cahill Phil Ryan, Pauline Dyksterhuis, & Ray Stevens, Treasurer Ruth Crim and Attorney Tom Mosgrove. Members of the public were Don Blue, R. J. Davis, G. P. Phillips, Bill Davis, Wm. R. Walker, William Gibson, James Whale, Jim Maple, Jim Bennett, Jim Dunham, Tom Sutton, Gordon Ciguior, Cliff Rasmussen, Bill Krayer, Jim Walker, Norm Hoffman, Carol Hoffman, Ray Mohne, Betty Mohne, Kyle Sager, Dennis Smith, William T. Morris, Eddie Wright, Janyce Traughber, Georgina Seals, Buss Jolly, Don Lundbom, Orville Gibbs, Vern Fields, Naomi Bond, Gary Johnson, Emmett North, Byron Haberly.

The meeting was called to order by Mayor Moreau.

Mayor Moreau assigned Councilwoman Pauline Dyksterhuis to be Recorder Pro Tem.

Betty Mohne appeared before the Council on behalf of the Halfway House expressing their needs for financial assistance due to lack of funds. Mayor Moreau replied that the Council could not do anything immediately, but would consider them when preparing the budget for next year.

Kyle Sager and Dennis Smith, representing the Chamber of Commerce, appeared before the Council and requested funds to supplement their resources. They explained the value of advertising and the benefits to the community and the County as a result of increased tourism. Mayor Moreau said that the City Council would consider their appeal for funds when the 1975-1976 budget is prepared.

Mayor Moreau opened the public hearing on the proposed bridge across Canyon Creek.

Councilman Joe Cahill suggested that they take into consideration the traffic problems resulting from Hines new mill. He said that traffic congestion would be much worse unless another route is found to relieve Main Street.

Councilman Tom Kerns said no decision had been made as yet by the Council, but they would like to know how the people in the area felt about the proposal.

Orville Gibbs, a Third Street resident, felt that all cars coming from the mill were going to meet at the stop sign on Main Street and that would be the main trouble spot. He suggested that a truck route would be a better solution. He also felt that 2/3 of the traffic comes in on Highway 395.

Mayor Moreau mentioned that Hines had written to the City advising them of the traffic increase which could be expected due to their new plant.

Vern Fields agreed that another crossing on Canyon Creek is needed, but he felt that speed would be a problem on Third Street. He suggested they try using speed bumps to slow traffic in the area.

Fire Chief Tom Sutton said a second route across Canyon Creek is badly needed. Speak-as a private citizen he thought we should take a look at a Y intersection on West Highway.

Naomi Bond of Third Street was especially concerned about the small children in the area who frequent the nearby park and the dangers of crossing a busy street. She also objected to the congestion that she thought would occur at Fair time.

Gary Johnson, a resident of Third Street and also an employee of the State Forestry, was is favor of an additional bridge across Canyon Creek. He said that the State's fire fighting equipment is located on 9th Street and at present the only emergency route to a fire west of John Day is across the Main Street bridge.

Fire Chief Tom Sutton asked if the Council had any information on traffic lights or solution to the traffic problems.

Mayor Moreau replied that there were no concrete solutions as yet, and that there are a number of technical questions that need answers.

Jim Maple County Commissioner mentioned the need for an alternate emergency route to the hospital. He thought that it would be possible to use Lamford Street as the alternate route.

Mayor Moreau informed the group of the recent meeting with State Highway officials. They have agreed to refer the City's traffic problems to the Highway Planning Section.

Mayor Moreau also told the group that Third Street was proposed for light traffic and for emergency vehicles only.

Bill Morris, Planning Commission Chairman, mentioned that there is a possible alternate route on the south bank of the river, thru the fairgrounds.

Councilman Kerns said that due to limited funds, the City is looking for a solution that will cost about $25,00.00 that could be constructed soon.

Councilman Stevens said that Third Street would improve access to West John Day for residents of North John Day. With no need to go through the center of town, the traffic load on Main Street would be reduced.

Tom Sutton suggested Lyons Street and Fifth Street as another alternative.

Councilman Cahill said out main problem is funds for the project.

Mayor Moreau mentioned that the situation is critical.

Orville Gibbs said that the City might spend fifty or sixty thousand dollars on this project now and run into a bottleneck 3 or 4 years later.

Mayor Moreau told the group that the Council was open for suggestions.

Councilman Ryan agreed that we would be willing to look at anything to help remedy the situation.

Emmitt North, San Juan Lumber Company Manager, felt that there was a real need for the proposed bridge.

Mayor Moreau called on the East Highway group.

Jim Bennett responded with the question, "What do you mean by immediate decision?" This was in reference to a letter received from the City. He felt that the City Council had taken too much time to give them the answers they needed, and felt that the East Highway group needed more time to review the City's proposal. Mr. Bennett wanted a better understanding regarding the sewer assessment agreement, and wanted to know if the City Council could guarantee that they would be allowed to hook on to a new sewer system.

Mayor Moreau said we could not make a commitment because we don't have the sewer plan put together.

Mr. Bennett asked for 2 more weeks to decide on the matter.

Bill Davis of East Highway wanted to know if they would have to pay for sewer improvements if they didn't get it.

The Mayor told him that he didn't know at the present time.

Councilman Kerns said that until we make further planning we can't make a decision on the matter, and that more ground work would have to be done.

Bill Davis said they would have to have another meeting for further interpretation of the letter from the City. He saw no sense in arguing about the matter. He asked who Mr. Green was and what he was doing for the City? He felt it took too long for the City to get nothing done and that too much money was being wasted.

Robbie Walker of East Highway announced that he was a latecomer to the East Highway group so far as showing an interest was concerned, but that he was now ready to look into the matter.

Cliff Rasmussen, a new resident on East Highway, said he had just recently moved here and was interested in knowing more about the situation.

Mayor Moreau explained the need for a new petition.

Mr. Rasmussen inquired as to the procedure for petitioning.

Councilman Kerns explained to Mr. Rasmussen some of what transpired in the past regarding annexation.

Councilman Stevens mentioned the East Highway water problems.

The Mayor felt that we needed to know right away what their plans are, since the water project is nearing completion and the City has stockpiled pipe for the East Highway job.

Robbie Walker wanted to know how they were going to benefit from annexation.

Councilman Cahill told him he would be receiving the City's services.

Councilman Kerns felt that as long as negotiations were profitable we should continue them.

The discussion ended. Robbie Walker took a peition form before leaving the meeting.

Georgina Seals, President of the John Day Swim Team Association, appeared before the City Council on behalf of some of the parents who would like to donate their labor to help prepare the pool for opening. They would be available on weekends to help clean and paint.

Councilman Ryan told her we would welcome volunteer help, and that Councilman Charlie Mills was willing to oversee the work parties. He told her that no date had been set for the pool opening.

Councilman Mills reported on his efforts to hire swim pool staff.

Eddie Wright, Maintenance Superintendant, said that he knew of no leaks at the pool.

At Mayor Moreau's suggestion, Councilmen Ryan and Mills agreed to form a committe to get the pool open and to review fiscal operations.

Byron Haberly appeared before the Council. He said he thought the City Council should try to finish one project before starting another. Mr. Haberly told the City Council that his water situation is getting worse. He had a burned out water heater today. The pressure is getting worse. None of the work done to date has helped. He said there is air in the lines and something needs to be done. He said he asked for a bleeder line in the past and didn't get it. He asked the Council's permission to put in a bleeder line to see if that would solve the problem.

Councilman Phil Ryan made a motion to grant Byron Haberly permission to put in a stand pipe to release air and to report back at our next regular Council meeting and see whether we need an air relief valve. This is to be done under the direction of Eddie Wright. The motion was seconded by Councilman Kerns, and carried.

It was moved by Councilman Ryan and seconded by Councilman Cahill that the minutes of the February 19th Special Council meeting be approved and accepted. The motion carried.

Minutes of the Regular March 11th Council meeting were discussed. A correction was made regarding stop work orders. The projects involved were an addition at the Jim Spell residence and construction of the upstairs of the Canyon Creek Guest Home. Another change was made to read; Herschel Leatherbury was proposing to construct a storage shed behind his real estate office. Also on page 3 of the minutes the Mayor indicated that supplementary budget would be necessary to transfer funds for insurance payments. A supplemental budget will not be necessary. It can be taken care of by motion.

Councilman Kerns moved and Councilman Ryan seconded a motion to approve the minutes of March 11th as corrected. This passed unanimously.

It was moved by Councilman Mills that the minutes of the reconvened regular meeting of March 19th be approved. This was seconded by Councilman Kerns, and the motion carried.

It was moved by Councilman Kerns that the minutes of the special meeting of April 2nd be approved. This was seconded by Councilman Mills, and carried.

The monthly bills were discussed. Gordon Glass presented a bill for Kam Wah Chung Museum help which he had paid.

Councilman Ryan made a motion that the bills be paid. This was seconded by Councilman Kerns and passed unanimously.

Mayor Moreau asked for a motion to transfer $2,000.00 from the Administrative contingency fund to Insurance in order to cover a deficiency we will have. Councilwoman Dyksterhuis made motion to do this and it was seconded by Councilman Mills. The motion carried.

The new Planning Commission Ordinance 75-2 was discussed and a motion was made by Councilman Stevens and seconded by Councilman Mills that it be adopted. This passed unanimously.

Councilman Kerns made a motion to grant a building permit to Ron Thompson subject to conditions outlined in a letter from the Department of Environmental Quality. This was seconded by Councilman Ryan. All were in favor except Councilman Stevens who voted against the motion.

Planning Commission Chairman Morris said that a septic tank permit should be approved before the building permit is presentated to the Planning Commission.

The Rural Fire District agreement for next year was discussed. An addition $450.00 was added to the RFD budget for training. The total budget is $6,450.00. The new agreement also defined when they would pay the City: ½ of the due amount will be paid on or before January 1st and the remaining balance will be paid by July 1, 1976.

Councilman Kerns made a motion to accept the Rural Fire District contract. This was seconded by Councilman Ryan.

Councilman Mills said that the preparations for City Clean-Up Day had been worked out. The maintenance crew, Fire Department and Boy Scouts will participate in this project April 19th.

Mayor Moreau suggested that Councilmen Ryan and Mills and Fire Chief Sutton work out arrangements with the Sanitary Landfill and take care of the publicity. They agreed to do this.

Councilman Mills stated that Davy's Tree Surgeons and Pete Barritua had been contacted and were to submit bids for tree pruning at the park and removal of a tree on N. E. Dayton.

Mayor Moreau said the matter of street lights on N. E. Dayton would be held in abeyance until the tree was removed.

Mayor Moreau said that a tentative agreement was made between officials of the City and the Malheur National Forest to provide water for fire protection to the Forest Service compound. The City will furnish two fire hydrants and bring the water to the compound, and the Forest Service will install water lines on its property to connect to the hydrants.

Planning Commission Chairman Bill Morris presented a building permit for Leonard Nelson and recommended that it be passed subject to the approval of the State Building Inspector.

Councilman Stevens made a motion to approve the building permit. This was seconded by Councilman Ryan and carried.

Don Blue's sewer charges were discussed. It was agreed that the charge is valid.

Mayor Moreau told Mr. Blue that we would take a look at other sewer charge ommissions and see that they were corrected.

Planning Chairman Morris said the Planning Commission had received a petition for a zoning variance from Don Blue to allow him to continue his Repair Business at the present location. The Planning Commission agreed to allow this.

Councilman Ryan made a motion to accept the Planning Commission's recommendation to accept Don Blue's zoning ordinance variance. This was seconded by Councilman Mills and passed unanimously.

A motion was made by Councilman Mills that the liquor license for the Center Club be approved. Councilmen Kerns, Cahill and Dyksterhuis voted to approve, and Councilman Stevens and Ryan voted against the motion.

Other items on the agenda were discussed briefly.

A motion by Councilman Stevens and seconded by Councilman Ryan to adjorn was passed. The meeting adjourned at 11:40 P.M.

Pauline Dyksterhuis
RECORDER PRO TEM

MAYOR

8688 Grants Pass-New Hope Rd. 1978
Sec. of the Jacksonville Hwy.
(Grade, pave, sign & signals) #3

C.A 5463	10-6-75
C.A 6051	5-2-77
C.A 6052	10-3-77
C.A 6483	2-10-78

8688 Sec. 272

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

January 29, 1982

J. H. Versteeg
Road Desgin Engineer

File 52512
Grants Pass-New Hope Road Section
~~Jacksonville Highway~~
Josephine County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 29 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project requested by your office due to a trespass situation.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

8688

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 3-88

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3/10/80

State Oregon

County Josephine

Project Number F-8(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 5, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,911,855.00	$ 1,941,055.00
Federal funds	$ 1,640,360.00	$ 1,665,415.00
Other revisions		

This modification is made for the following reasons: To include increase in construction bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of March, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D H Moehring

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State High Division
Salem, Oregon February 27, 1980

ederal Aid Project
No. F-8(1)

Grants Pass - New Hope Road Section
Jacksonville Highway in
Josephine County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201

Roadway (Sta. 7+51.8 to Sta. 87+00)

Subtotal of previous estimate of October 24, 1979			$1,574,410.40
Previous Estimate			
1" - 0 Aggregate Base	14,300 ton	5.05	$ 72,215.00
Revised Estimate			
1" - 0 Aggregate base	20,000 ton	5.05	101,000.00
	Increase		$ 28,785.00
	Subtotal		$1,603,195.40
	Engineering		$ 200,004.60
	TOTAL		$1,803,200.00

Type Code Y060
Signing

Same as previous total of April 19, 1979 $ 44,300.00

Type Code Y031
Signals

Same as previous total of March 30, 1978 $ 93,555.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,803,200.00	$1,547,145.00	$256,055.00
Signing	44,300.00	38,000.00	6,300.00
Signals	93,555.00	80,270.00	13,285.00
TOTAL	$1,941,055.00	$1,665,415.00	$275,640.00

Group 1-100%
Group 8- 0%
Prefix 117-1092
Contract No. 8688

8688

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER		County Josephine
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-8(1)
MODIFICATION NUMBER 2	11-5-79	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 5 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,901,855.00	$ 1,911,855.00
Federal funds	$ 1,631,770.00	$ 1,640,360.00
Other revisions		

This modification is made for the following reasons:

To include approved SFO #14, and increase in construction engineering

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of November , 19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, OR October 24, 1979

Federal Aid Project
No. F-8(1)

Grants Pass-New Hope Section
Jacksonville Highway
Josephine County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 7+51.8 to Sta. 87+00)

Subtotal of previous estimate of April 19, 1979		$1,571,410.40

Approved Additional Items

SFO #14 - Improve access approach	All Required	$ 3,000.00
	Increase	3,000.00
	Subtotal	1,574,410.40
	Engineering	199,589.60
	Total	$1,774,000.00

Type Code Y060
Signing

Same as previous total of April 19, 1979	$ 44,300.00

Type Code Y031
Signals

Same as previous total of March 30, 1978	$ 93,555.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,774,000.00	$1,522,090.00	$251,910.00
Signing	44,300.00	38,000.00	6,300.00
Signals	93,555.00	80,270.00	13,285.00
Total	$1,911,855.00	$1,640,360.00	$271,495.00

Group 1 - 100% Group 8 - 0%
Contract No. 8688
Prefix 117-1092

8688

8

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-160		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Josephine
MODIFICATION NUMBER 1	4-26-79	Project Number F-8(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 5, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,881,193.00	$ 1,901,855.00
Federal funds	$ 1,614,063.00	$ 1,631,770.00
Other revisions		

This modification is made for the following reasons:

To include approved additional items (State Force Orders)

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of April, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 484

Gen. File

Oregon State Highway Division
Salem, Oregon April 19, 1979

Federal Aid Project
No. F-8(1)

Grants Pass-New Hope Road Section
Jacksonville Highway
Josephine County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 7+51.8 to Sta. 87+00)

Subtotal of previous estimate of March 30, 1978		$1,553,725.40
Approved Additional Items		
Furnish & Install Bikeway Signing & Stripe (SFO#6)	All Required	$ 2,500.00
Widen existing pre-stressed beam bridge & install guardrail (SFO#10)	All Required	7,300.00
Revise catch basin grates to be bicycle safe (SFO#9)	All Required	185.00
Construct access across irrigation canal (SFO#8)	All Required	7,700.00
	Increase	$ 17,685.00
	Subtotal	1,571,410.40
	Engineering	192,589.60
	Total	$1,764,000.00

Type Code Y060
Signing

Subtotal of previous estimate of March 30, 1978		$ 35,287.00
Approved Additional Items		
Install Sign #2 on Strain Pole #2 (SFO#12)	All Required	$ 175.00
Remove Existing Illum. & Install & remove temporary illumination (SFO#5)	All Required	3,300.00
	Increase	$ 3,475.00
	Subtotal	38,762.00
	Engineering	4,438.00
		$ 44,300.00

Type Code Y031
Signals

Same as previous total of March 30, 1978	$ 93,555.00

Length of project. . . . . . . 1.506 mi.
Cost of Roadway per mile . . . $1,262,851.93

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,764,000.00	$1,513,500.00	$250,500.00
Signing	44,300.00	38,000.00	6,300.00
Signals	93,555.00	80,270.00	13,285.00
Total	$1,901,855.00	$1,631,770.00	$270,085.00

Group 1 - 100% Group 8 - 00%
Contract No. - 8688
Prefix: 117-1092

8688

STATE COPY

*TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-116	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-5-78	te OREGON County Josephine Project No. F-8(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 238, Redwood Hwy. Interch. to SW 1.6 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-78	1.506
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT $ 1,881,193	FEDERAL FUNDS $ 1,614,063

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Technical Services Engineer
(Title)
By
State Highway Engineer
(Title)
By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator APR 5 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 30, 1978

Federal-aid Project
No. F-8(1)

GRANTS PASS-NEW HOPE ROAD SECTION
JACKSONVILLE HIGHWAY
JOSEPHINE COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 7+51.8 to Sta. 87+00)

Furnishing Field Laboratory	1	only	2,000.00	$ 2,000.00
Mobilization	All	Required		30,000.00
Temporary Protection and Direction of Traffic	All	Required		20,000.00
Temporary Signs	440	sq.ft.	10.00	4,400.00
Temporary Barricades	17	only	50.00	850.00
Temporary Plastic Safety Markers	21	only	70.00	1,470.00
Flagmen	1,600	hour	17.00	27,200.00
Clearing and Grubbing	All	Required		12,000.00
Removal of Structures and Obstructions	All	Required		10,000.00
Ditch Excavation	330	cu.yd.	5.00	1,650.00
Embankment Foundation Excavation	2,350	cu.yd.	6.00	14,100.00
General Excavation	26,720	cu.yd.	4.25	113,560.00
Trench Excavation	6,870	cu.yd.	8.25	56,677.50
Finishing Roadbed and Slopes	All	Required		10,000.00
Watering	500	M-gal.	8.00	4,000.00
1" - 0 Aggregate Base	14,300	ton	5.05	72,215.00
Class "B" Asphalt Concrete Mixture	36,500	ton	12.15	443,475.00
Asphalt Cement in Mixture	2,360	ton	100.00	236,000.00
Asphalt in Tack Coat	15	ton	150.00	2,250.00
Concrete in Wall	10	cu.yd.	228.00	2,280.00
Concrete in Box Culverts	38	cu.yd.	250.00	9,500.00
Reinforcement in Box Culverts	5,670	lb.	0.42	2,381.40
Pipe Handrail	129	lin.ft.	22.00	2,838.00
10-inch Culvert Pipe	4	lin.ft.	7.00	28.00
12-inch Culvert Pipe	465	lin.ft.	7.50	3,487.50
18-inch Culvert Pipe	260	lin.ft.	11.00	2,860.00
8-inch Sewer Pipe	415	lin.ft.	5.50	2,282.50
10-inch Sewer Pipe	205	lin.ft.	6.50	1,332.50
12-inch Sewer Pipe	5,640	lin.ft.	7.50	42,300.00
15-inch Sewer Pipe	595	lin.ft.	10.00	5,950.00

18-inch Sewer Pipe	1,435 lin.ft.	13.50	$ 19,372.50
21-inch Sewer Pipe	1,195 lin.ft.	16.60	19,837.00
24-inch Sewer Pipe	205 lin.ft.	19.50	3,997.50
30-inch Sewer Pipe	710 lin.ft.	33.80	23,998.00
8-inch Concrete Irrigation Pipe	630 lin.ft.	5.00	3,150.00
10-inch Concrete Irrigation Pipe	3,675 lin.ft.	6.50	23,887.50
12-inch Concrete Irrigation Pipe	840 lin.ft.	7.20	6,048.00
6-inch Plastic Irrigation Pipe	695 lin.ft.	4.00	2,780.00
8-inch Plastic Irrigation Pipe	775 lin.ft.	6.00	4,650.00
12-inch Siphon Pipe	194 lin.ft.	8.00	1,552.00
Extra for Pipe Under Pavement	30 lin.ft.	10.00	300.00
6-inch Line Gate Valves	2 only	316.00	632.00
8-inch Line Gate Valves	6 only	320.00	1,920.00
10-inch Line Gate Valves	3 only	380.00	1,140.00
12-inch Line Gate Valves	1 only	430.00	430.00
4-inch Overflow Valves	44 only	23.00	1,012.00
6-inch Overflow Valves	5 only	30.00	150.00
8-inch Overflow Valves	2 only	36.00	72.00
Concrete Siphon Boxes	2 only	1,230.00	2,460.00
Concrete Manholes	11 only	900.00	9,900.00
Pressure Manholes	4 only	1,100.00	4,400.00
Cleanout Manholes, Type A	1 only	1,850.00	1,850.00
Cleanout Manholes, Type B	2 only	1,600.00	3,200.00
Standpipe Diversion Box, Sta. 33+72	1 only	2,100.00	2,100.00
Standpipe, Sta. 52+00	1 only	2,000.00	2,000.00
Special Inlets	9 only	150.00	1,350.00
Concrete Inlets, Type CG-1	78 only	400.00	31,200.00
Concrete Inlets, Type CG-2	5 only	650.00	3,250.00
Concrete Inlets, Type G-2	3 only	410.00	1,230.00
Concrete Inlets, Type D	12 only	410.00	4,920.00
6-inch Drain Pipe	60 lin.ft.	4.20	252.00
8-inch Drain Pipe	1,770 lin.ft.	6.00	10,620.00
Special Filter Material in Drains	165 cu.yd.	13.00	2,145.00
Type 1 Fence	335 lin.ft.	2.50	837.50
Concrete Walks	5,540 sq.yd.	12.25	67,865.00
Concrete Driveways	1,550 sq.yd.	15.00	23,250.00
Concrete Curbs	895 cu.yd.	100.00	89,500.00
Extra for Asphalt Approaches	14 only	150.00	2,100.00
Loose Riprap, Class 700	10 cu.yd.	25.00	250.00
16' Cattle Guard	1 only	3,900.00	3,900.00
Adjusting Manholes	24 only	160.00	3,840.00
Roadside Seeding and Mulching	2 acre	525.00	1,050.00
			$1,525,485.40

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required		$ 5,000.00
Stage Construction Striping (S.F.)	All Required		1,500.00
Temporary Erosion Control (E.W.)	All Required		2,500.00
On-the-Job Trainees (1 at $800) (E.W.)	All Required		800.00
Harbeck-Fruitdale Sanitary Dist.	All Required		18,440.00
			$ 28,240.00
	Subtotal		$1,553,725.40
	Engineering		194,215.60
	Total		$1,747,941.00

Type Code Y060
Signing

Removal of Existing Sign Installations	All Required		$ 1,500.00
Wood Sign Posts	All Required		3,300.00
Sign Support Footings	All Required		5,000.00
Single Post Slip Base Sign Support	All Required		1,500.00
Breakaway Sign Posts	All Required		1,800.00
Double Sign Support	All Required		1,000.00
Cantilever Sign Structure, Sta. 13+50 Lt.	All Required		7,000.00
Type "A" Signs in Place	500 sq.ft.	14.00	7,000.00
Type "C", "D" and "R" Signs in Place	444 sq.ft.	7.00	3,108.00
Type "EE" Signs in Place	44 sq.ft.	8.00	352.00
Type "I" Signs in Place	61 sq.ft.	7.00	427.00
Type "U" Signs in Place	24 sq.ft.	16.00	384.00
Sign Illumination Equipment	All Required		2,816.00
Move and Reinstall Existing Signs	All Required		100.00
	Subtotal		$ 35,287.00
	Engineering		4,410.00
	Total		$ 39,697.00

Type Code Y031
Signals

Traffic Signal Installation, Complete	All Required	$ 83,160.00
	Subtotal	$ 83,160.00
	Engineering	8,895.00
	Engineering (Signal Testing)	1,500.00
	Total	$ 93,555.00

Length of Project - - - - - 1.506 Mi.
Cost of Roadway Per Mile- - $1,160,651.39

Work Retained in Program Status
(Not included in amounts below.)

[illegible] Signing and Striping (S.F.)	All Required	$ 4,000.00
Work by Pacific N.W. Bell Tel.	All Required	1,000.00
Close and Seal Existing Headgates (2)	All Required	100.00
Plug Existing Gate and Construct New Gate	All Required	300.00
Extend Box Culverts	All Required	6,500.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,747,941.00	$1,499,733.00	$248,208.00
Signing	39,697.00	34,060.00	5,637.00
Signals	93,555.00	80,270.00	13,285.00
Totals	$1,881,193.00	$1,614,063.00	$267,130.00

Group 1 - 100%; Group 8 - 00%
Contract No. 8688
Prefix: 117-1092

GRANTS PASS-NEW HOPE ROAD
(Nonparticipating - State Work)

Furnish Mailbox Posts	All Required		$	1,000.00
Setting Mailbox Posts	40 only	50.00		2,000.00

#8628

STATE COPY

U. [illegible] OVERNMENT PRINTING OFFICE: [illegible] - 828

nig

1-24-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 1-24-80	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-8(1)
COMPLETION DATE 12-13-78	ACCEPTANCE DATE BY CONTRACT AGENCY 4-20-79	TIME ELAPSED 116 %	CONTRACT TIME 225 cal days
APPROVED EXTENSIONS —	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GRANTS PASS - NEW HOPE ROAD
JACKSONVILLE HIGHWAY
Grading, Paving & Structures

Description

This project widened to four lanes a previously narrow section of Urban Primary highway.

Time

The contractor was charged for 37 days of liquidated damages at $200/day.

RECEIVED
STATE HWY ENGR
JAN 31 '80
REFER TO
Keasey
FOR

1-31
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer Glenn K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-10-79

#8688 **LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO. F-8(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80083

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

1-8
orig

RECEIVED
STATE HWY ENGR
JAN 7 '80
REFER TO Maclving
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED 2-1-78

DATE AUTHORIZATION EFFECTIVE 12-10-79

FEDERAL ROUTE NUMBER Primary 8

STATE ROUTE NUMBER Secondary 272

GENERAL LOCATION:
Grants Pass - New Hope Road

GENERAL DESCRIPTION OF WORK:
Revise Cost of Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) See below
Harbeck-Fruitdale Sanitary District
Sanitary Sewer Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of November 27, 1979 and the documentation submitted to justify increase in cost of adjustment, I approve the revised TEC to $25,530.21. (Force Order #2, Supplement #1)

DATE 12-10-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hassmer

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-018

#8688

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. F-8(1) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 80083	COUNTY NAME Josephine PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED 2-1-78	DATE AUTHORIZATION EFFECTIVE 8-3-79	FEDERAL ROUTE NUMBER Primary 8 STATE ROUTE NUMBER Secondary 272

GENERAL LOCATION:

Grants Pass - New Hope Road

GENERAL DESCRIPTION OF WORK:

Improve access approach into Roley's Pacific Supply Co.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of August 3, 1979, as requested in Mr. Keasey's letter of August 7, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 14 is approved for TEC NTE $3,000 - Federal Funds $2,574.

DATE 9-4-79	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-618

8688

May 9, 1979

Transamerica Ins. Co.
1150 S. Olive Street
Los Angeles, CA 90015

Gentlemen:

A post-final payment for $735 will be made to Copeland Paving, Inc., on Contract No. 8688 for work on the Grants Pass-New Hope Road Section of the Jacksonville Highway in Josephine County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,696,202.72 including the post-final payment. Of the total $27,893.86 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkm

cc Copeland Paving, Inc.
695 S.E. "J" St.
Grants Pass, OR 97526

Gillespie-Stanger-Jacobsen, House of Insurance
243 S. W. "J"
Grants Pass, OR 97526

C. T. Keasey
Walt Hart
Alfred Shirley

8688

8

April 24, 1979

Transamerica Insurance Co.
1150 S. Olive Street
Los Angeles, California 90015

Gentlemen:

Contract No. 8688 awarded to Copeland Paving, Inc., for work on the Grants Pass-New Hope Road Section of the Jacksonville Highway in Josephine County was completed on December 13, 1978, and accepted by the State Highway Engineer on April 20, 1979.

Final payment in the amount of $84,891 will be released to the contractor after April 30, 1979. The total contract amount is $1,695,467.72 including $27,893.85 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkm

cc Copeland Paving, Inc.
693 S. E. "J" St.
Grants Pass, OR 97526

Gillespie-Stanger-Jacobson
House of Insurance
243 S. W. "J" St.
Grants Pass, OR 97526

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8688

FINAL REPORT

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: GRANTS PASS - NEW HOPE RD.

WEEK ENDING: 17 MARCH 1979

SECTION PREFIX: 117-1092

HIGHWAY: Jacksonville

COUNTY: Josephine

NAME OF JOB: Grants Pass - New Hope Road

KIND OF WORK: Grade, Pave, Sign, & Signals

CONTRACTOR: Copeland Paving, Inc.

CONTRACT NUMBER: 8688

FEDERAL AID PROJECT NUMBER: F-8(1)

DATE OF CONTRACT: 27 February 78

DATE WORK STARTED: 10 March 78

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 225

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 262

PERCENT OF TIME ELAPSED 116.4%

PROJECT AUTHORIZATION: $1,899,643.95

EXCLUSIVE OF ENGINEERING: $1,764,558.16

ENGINEERING AUTHORIZATION: $135,085.79

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,745,765.30

ENGINEERING COST TO DATE: $162,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.7%

ESTIMATED PERCENT OVERRUN UNDERRUN: 1½ %

PERCENT OF AUTHORIZATION: 120%

DATE PROJECT WAS COMPLETED: 13 Dec 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.	Irrigation	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.63	1.63			1.63
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.63	1.63			1.63
TOTAL ESTIMATED QUANTITIES (CONTRACT)	26,720 C.Y.	14,300 T.			36,500 T.
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	21,893 CY	21,811 T			36,196 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	11	Clear & Warm			
MONDAY	12	Clear & Cool			
TUESDAY	13	Clear & Warm			
WEDNESDAY	14	Cloudy & Cool			
THURSDAY	15	O'Cast-Rain			
FRIDAY	16	Cloudy - Showrs			
SATURDAY	17	Ptly Cldy			

RECEIVED
MAR 21 1979
CONSTRUCTION
BRANCH

Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlow
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11	No Activity by Contractor All week
12 MONDAY	
13 TUESDAY	
14 WEDNESDAY	
15 THURSDAY	
16 FRIDAY	
17 SATURDAY	

REMARKS

Third Notification submitted effective 16 March 1979.
Semi-Final estimate will be forwarded to Region 21 March 1979.

THIS IS THE FINAL WEEKLY REPORT.

SIGNED Keith L. Martin LOCATION Grants Pass
Keith L. Martin

[illegible] RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

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NARRATIVE REPORT

GRANTS PASS-NEW HOPE ROAD SECTION

MARCH 16, 1979 JOSEPHINE CONTRACT 8688

This project consisted of reconstruction and widening of 1.63 miles of the Jacksonville Highway just to the south of the Grants Pass city limits. The project began at the existing structure over the Grants Pass ramp of the Redwood Highway and terminated at the slab-span bridge over the Highline Canal which is 750 feet south of New Hope Road.

The old 2-lane roadbed had a paved width of 23' to 25', no shoulders, no left turn lanes, and hazardous roadside ditches and irrigation structures. The new section is 74' wide and has four 12' travel lanes, a 14' wide left turn refuge lane, two 6' bikeway lanes up to the face of curb, and two 4' sidewalks for pedestrians. The new horizontal alignment generally follows the old centerline, except the previously sharp,short curves are lengthened and flattened thus shifting the new centerline to the inside of the old. The new profile grade is slightly above the old surface up to Station 50, near West Harbeck Road, where it varies from the old in order to achieve maximum sight distance. Traffic signals were installed at the Union Avenue-Harbeck Road intersection and also at the West Harbeck Road intersection. A new underground irrigation facility was constructed back of the sidewalk to replace the old roadside ditch system.

The contract was awarded on February 27, 1978 to Copeland Paving Inc. for the contract amount of $1,645,932.40 This amount has overrun by 0.6% and is explained in the Summary of Overruns and Underruns. The addition of Price Agreements and Extra Work Orders has caused a 2.3% overrun in total pay costs to the contractor.

The total original construction authorization of $1,899,643.95 was only exceeded by 0.7%. This is mostly attributed to the engineering overrun of $33,000 or 25%. The following factors contributed to this overrun; the contract time overran 37 days or 16.4%; high pressure in the irrigation lines and unique connections to existing irrigation systems required extensive supervision on EO #1 to pacify the property owners; two road approach bridges added across the irrigation canal required field engineering, road design, structure design, and prestress yard inspection; and the most significant factor was the low work load from October 1978 through March 1979 causing most overhead and winter training sessions to be charged against this project.

A preconstruction conference was held on March 9, 1978; utilities conflicts, safety and EEO provisions were the main topics of discussion. The following day, March 10, 1978 Copeland began clearing work after placing of temporary signs. The work continued uninterrupted, except during brief periods of heavy rainfall, until the middle of August when the final lift of paving was complete. The highway was then opened to four-lane traffic after installation of appropriate temporary signing. Traffic signals were activated at the West Harbeck Road intersection on December 6, 1978. The signal installation at Union Avenue and Harbeck Road was revised to include programmed heads, and these signals were activated on December 13, 1978. A stop work order had been written on December 2, and the Second Notification was submitted on December 13.

Temporary Protection and Direction of Traffic: The contractor requested major revisions to the stage construction sequence and the combination of some stages in certain areas. Some of these revisions were approved as requested, and others were modified and then approved. Price Agreement numbers 8 and 9 were written to document these revisions. One major change was to complete stages 1, 2,3,and 4 from Stations 7+50 to 25 before completion of stages through the remainder of the project. This revision was acceptable because it helped alleviate traffic congestion in this area where rather dense commercial development exists, and also should have lessened loss of business resulting from the congestion and undesirable accesses. For the prime contractor it expedited the work because drainage construction had effectively interrupted his excavation work on the other areas. Another major change in stage construction sequence was to shift stage 2 to the right of centerline, and combine stages 3 and 4 into one operation. This became possible when we decided to salvage most of the existing paved section and merely overlay with a minimum 3" A.C. lift. This change occured only up to Station 49+50 as past that very little of the existing pavement could be saved.

The contractor completed the full width and paved the base lifts to West Harbeck Road approximately Station 51. This section was then temporarily striped for four lanes with no left turn refuge. Until this was completed all traffic remained on the original road from Station 51 to the end of the project. This was very desirable as the traveling public and abutting property owners were only exposed to construction for half the time and half the length of the project at any one time.

The reduced area of operation did cause some traffic control problems as cars stopped for drainage work could back up into the area of grading and vice versa.

Due to the ineffectiveness of the type "D" "SPEED CONSTRUCTION 30" signs , we requested and received approval to temporarily lower the legal speed to 30 MPH, and accomplished this by having the contractor install type "C" "SPEED 30" signs throughout the project. This action enabled the police to enforce the 30 MPH speed limit, and helped reduce overall traffic speeding. Police would not assist in speed control until type "C" signs were installed.

Other than minor disputes with two of the subcontractors over proper placement of signs and cones, traffic control was not a big problem area. We managed to complete the project with knowledge of no major accidents attributed to the construction.

The prime contractor even received written compliments about his flagging and traffic control. One problem that does persist is that the high-rise flags attached to ground-mounted signs continue to disappear apparently through theft and are evidently difficult to replace.

Earthwork: Numerous wet and unstable areas were encountered during the excavation and embankment phases of construction. There were 1946 cubic yards of excavation below grade and 2052 cubic yards of embankment foundation excavation measured on the project. These areas were backfilled with fragmented pieces of the old pavement, or where not available, either aggregate base rock or "shale" and river run gravels. The river run gravel was generally used as it provided the best stability and was less expensive than the crushed rock. Price Agreement number 5 was written to reimburse the contractor for providing the "shale" and river run gravel.

Factors contributing to the extensive amount of excavation below grade were a high water table as a result of underground aquifers being recharged by seepage from the irrigation canal to the East. Also the existing roadside ditches had become mucky as a result of continuous dampness. Several lenses of black or dark grey, wet muck were found below subgrade and could not be stabilized by normal methods. Aeration was attempted but normally did not cure the problem.

Additional perforated pipe was paid for on the bid items to remove this water from the subgrade. Two Extra Work Orders, 6 and 8 were initiated to install cut off trenches intercepting the irrigation flow. Filter fabric, drain rock, and perforated pipe were used in various combinations. The cut off trenches were used to keep water out of the subgrade and also to prevent "springs" in the cut banks. These "springs" were causing extensive erosion in the decomposed granite slopes. From Station 88+35 to 92+50 the irrigation canal parallels the road with most portions unlined. This area was particularly difficult to de-water.

Several long stretches of the old pavement were salvaged and merely overlaid between stations 9 and 49+50. This concept was approved with the stipulation that a minimum of 3 inches of new A.C. be placed over the old pavement. This requirement was generally adhered to. Price Agreement number 9 documented this revision and decreased quantities for excavation and surfacing. Extra Work Order number 4 was written to reimburse the contractor for removing cold mix patches over the new storm sewer crossings and replace with base rock and hot plant-mix A.C. This EWO also compensated the contractor to broom and trim the old pavement in preparation for the overlay. This revision resulted in a considerable dollar savings to the contract, with only slight or no reduction in quality.

Aggregate Base: A total of 21,811 tons of 1"-0 aggregate base was used on the project. This amounted to an overrun of about 52%. We aren't quite sure of exact amounts, but can pretty much account for where the rock was used. According to the location estimate, 16,437 tons would be required; however, 14,300 tons was the bid quantity. In analyzing the location estimate, even it appears to be substantially low. The location estimate for main roadbed quantity was based on a curb to curb sidth of 72 feet, the plan typical section was 74 feet curb to curb; also, the alternate curb bedding detail was used which required about another 400 tons. The location estimate shows 34 tons for Union Avenue and 0 tons for New Hope Road, this was not feasible as both intersections had to be completely reconstructed. The off ramp at the north end of the project and the Fruitdale Drive connection also were completely reconstructed as not indicated by the location estimate. Three other road connections had to be reconstructed which were not shown on the plans. I believe we also used more rock on driveways than estimated. A right-of-way obligation for a parking area was not included in the location estimate. Additional rock was needed for some storm sewer crossings near the surface where native material was too mucky to provide a firm base. Some was also used for pipe bedding in the bottom of trenches where muck was removed due to instability. And finally we noticed late in the project that after compaction depths of base rock on the main roadway often measured more than the stated 4-inch depth. I believe this was due in part to the softness of the subgrade and further settlement after the grade was accepted for rock.

The aggregate base was processed on the grade, and compaction was attained with a vibratory roller. The Troxler Nuclear Guage was correlated against test results from the Washington Densometer and was used to check in place density. Other than a few areas with a soft subgrade 95% density was rather easily attained.

At one point the contractor attempted to fine grade the base rock with an electronically controlled grader which enables the operator to dial in the desired rate of super. By experimentation we discovered flaws in this system. Although the electronics can compensate for the blade being on a skew to the centerline, there is no way it can compensate for a skewed blade on a grade. In order to lose the accumulated rock, the blade must be skewed, sometimes six to eight feet to be effective. When the blade is skewed the end away from the controls will be off 0.01 feet per foot of skew and per percent of grade. On relatively flat sections a little skew can be tolerated. On steep grades and in verticle curves there is no way the electronics can work effectively. I mention this because some contractors and inspectors may not realize this as a problem. We encountered an identical situation last year on a C.T.B. project and always had trouble in obtaining the correct finished grade after fine grading with the electronic-controlled blade. Only in the flatter areas did we have any degree of success.

Paving: A total of 36,195 tons of Class "B" Asphaltic Concrete Mixture was placed in the 7½" bituminous base and 2" wearing surface. Three lifts were placed in each of the stages, and when the base was completed throughout the project the 2" wearing course was placed.

The contractor generally used acceptable paving methods, and he set a goal to win an award from the Asphalt Paving Association of Oregon for the project. He did meet his goal as he received the first place award for the best State Urban Paving project. This was quite an accomplishment for this particular project considering the difficulties encountered. If the soft subgrade or stage construction didn't hurt the paving quality, we certainly felt that overlaying various sections of the old pavement would; but he managed to patch it well enough so it was barely noticeable how distorted it had been.

The contractor used a Blawknox PF-500 paver to lay the mix. A hydraulic operated floating beam assenbly was used to achieve the desired grade and smoothness on the first three lifts. Electronic controlled slope control was used to obtain the correct super and was also used when patching over the old pavement. A relatively heavy tack coat was applied to the old pavement to obtain a good bond. On the top lift the contractor installed screed extensions on his paving machine so he could pave a continuous 18-foot wide mat. On this lift the contractor used electronics to control grade on both sides of the machine. On the curb side or outside edge he used a joint matching shoe; and on the inside he used a 30-foot ski. Each side was independantly controlled with electronic sensors. The electronic slope control was not used, as the desired super had already been obtained. He began at the far north end next to the curb, and in this taper he placed an 18-foot wide mat and then picked up mix along the outside so that he could come back and lay his next panel in one continuous pull. He placed one panel each day to avoid having transverse cold joints in the main roadway. At the far south end he used tapered transverse joints and completed this variable width section by hot-lapping after the mainline was finished. The intersections were also completed by hot-lapping after the mainline was completed.

The breakdown compaction was achieved with a 12-ton Bomag 220-A vibratory roller with tandem 80-inch wide drums. A 10-ton Tampo 166-A tandem vibratory roller was experimented with on the base lifts, but mechanical failure caused it to be removed. The Bomag roller appeared to achieve the higher compaction. Test compaction was observed with frequency of vibration around 2200 vpm, and an amplitude in the mid range or about 0.05 inches. The roller generally operated at a speed of 2 mph. Three to four passes with the vibratory roller was required to obtain the maximum density. Finish rolling was done with a 10-ton tandem steel drum Hyster C35A roller. The finished surface was very smooth, had a nice uniform appearance, and the horizontal joints were difficult to detect.

When the 7½" of base paving was completed through Station 49+50 traffic was turned loose on four lanes, and after a few days heavy bleeding and tenderness was obvious. This matter was brought to the attention of the Materials Section and it was decided to lower the design asphalt content by 0.5%. This apparently solved the problem as no bleeding or fat spots have yet been observed on the top lift. The extremely hot weather in July may have compounded the problem along with the variability of liquid asphalt viscosities.

A total of 114 approaches were paved on the project. The original quantity was 14. Price Agreement number 11 was written to increase this quantity because of loose gravel being scattered onto the bike lane and into the gutter. Also concern was noted for property owners with steep approaches who had difficulty obtaining the necessary traction to pull the steep incline. As a result of these factors most all the driveways were paved. This might be noted as a consideration on future projects of this nature.

Drainage and Irrigation System: Some minor revisions were necessary to the storm sewer system, generally as a result of utility conflicts. Several sanitary sewer laterals were found to be in conflict with the grade of the trunk storm sewer line. Where possible the sanitary sewer was adjusted or usually the grade of the storm sewer line was changed. When this happened the pipes were so near the subgrade surface that some were damaged by the contractor's heavy equipment.

During excavation for the storm sewer lines several small private drain pipes were discovered that had previously run into the roadside ditch. Those side drains were teed into the storm sewer line, and the work was paid for under Extra Work Order number 5.

The special inlets shown on sheet 2C were used extensively and solved or prevented many problems. They should be remembered and used on future projects where applicable. However, the detail shows 10" sewer pipe while the pipe data sheet and notes on the plan sheet showed 8". Better than reduce the pipe at the elbow we used 10" throughout. We also found that a CG-1 or CG-2 inlet was not available where the special inlet was required. When this occured blind connections were made rather than install an additional catch inlet or manhole.

As noted in the earthwork section several perforated drain pipes and cutoff trenches were added to alleviate saturated subgrade conditions. These additions were very effective and should justify the added costs by reduction in future maintenance.

Several revisions were made to the irrigation system as planned. The manager of the Grants Pass Irrigation District was concerned about possible leakage of the canal gate valves on the cleanout manholes and diversion boxes. Price Agreement number 4 was written to change the inlet canal gates to in-line gate valves. The state was credited for deletion of the canal gates and the line valves were paid for at the bid item unit price. This Price Agreement also added a cleanout manhole at Station 87+35. This cleanout manhole was on the irrigation plans prepared by the district consultant but had been left off the construction plans. Also added were a 12" storm sewer line and gate valve from the siphon box at Station 32+79 left to the CG-1 inlet at Station 32+50 left and a gate valve at Station 32+75 right. This revision was approved, at the request of the irrigation district, in order to divert storm runoff during the off-irrigation season into the storm sewer, or if the storm sewer system could not adequately handle the flow, it could be sent across the highway and out the diversion box at Sta. 33+72 into a concrete lined ditch. They requested this to prevent silting problems in the irrigation line from non-irrigation water.

Major problems occurred with the high pressure irrigation system from Station 52+65 to 68+88. When the water was let into this system, the pressure manhole at Station 63+19 right broke at the seams. Calculated static pressure in the manhole is on the order of 18 psi, which means the total upward force on the manhole is over 32,000 lbs. Although this manhole was built substantially as shown on sheet 23 of the plans, it apparently was slightly underdesigned. If the manhole had been cast in place, rather than precast, it may have been able to withstand the high pressure. The subcontractor also had difficulty in sealing the watertight frame and cover. The bolts holding down the cover broke off more than once, until we discovered he was using only three bolts. After he corrected this, no more bolts were broken; however, again it appears this connection was marginally underdesigned. I assume the extreme high pressure at this manhole had not been anticipated by the designer.

In the stretch from Station 63+19 to Station 52+65 several overflow valves popped off because of high pressure, and had to be repaired by the contractor. More rigid type of connection should have been specified along this line, and again I assume the 18 psi pressure was not anticipated. The allowable strength of the unreinforced concrete pipe and rubber gaskets is probably barely adequate to handle the 18 psi pressure, and at Station 52+65 there is an additional 10 feet of head.

Due to the high pressure, the overflow valves acted like a pop-up sprinkler head sending a spray of water in a large radius. As a gesture of kindness to the property owners and to prevent erosion of the adjacent embankment, 12" to 18" diameter concrete sleeves were placed around many of the overflow valves. The water was let out by punching out a hole at the bottom or teeing out a small pipe. A concrete pad was also poured under many overflow valves to reduce the erosion from the high pressure water.

Several of the property owners had sumps, pumps, underground pressure pipe lines and other unique irrigation systems, [illegible] was written to have the contractor make the new system compatable with the property owner's system.

The irrigation district has a consultant investigating solutions to the high pressure in the irrigation line from Station 52+65 to 63+19. The Region Construction Engineer has discussed this with Tom Lowe of FHWA and federal participation in any corrective action is a possibility.

Traffic Signals and Illumination: Fully activated six-phase signals with left turn movement from refuges on the main line were installed a the intersections with Union Avenue and West Harbeck Road. The strain poles at the West Harbeck Road intersection included luminaires.

No illumination was scheduled at the Union Avenue intersection.

No significant difficulties were encountered during signal installation other than the normal adjustments to resolve utility conflicts. However, when the signals were scheduled for activation, it was noted that traffic traveling east on Union Avenue approached the intersection at such an angle that the heads for the north bound line were more visible than the correct heads. Extra Work Order 13 was written to place state furnished programmed heads on the mainline and to install additional heads which would be more visible to East bound traffic on Union Avenue.

Existing illumination from Station 7+50 to 13+00 had to be removed to widen the road. There were no provisions for replacement or adjustment. Since this area was particularly hazardous during stage construction because of the curve,off ramp, and commercial nature of the area, it was decided to have state forces place temporary illumination on wooden poles. Permanent illumination will be considered at such time as an integrated lighting system is designed for this area.

Signs: Work went well with no significant problems. With the concurrance of Region Traffic Engineer, the Right Lane Ends sign at Station 12+75 was deleted to not confuse the traffic on the offramps.

Sign #2 was relocated on Strain Pole #2 Station 15+20 as pole from illumination was masking sign.

Sign #6 was shown as 3'-0" x 9'-6" on plans sheet 2H-2 rather than 6'-0" x 9'-6" as required. This caused some delay but no significant problems as it was noted when detail sheets were checked.

The school crossing signs and school advance signs are shown on the plans as Type "C" 30" x 30". Manual on Uniform Traffic Control Devices page 327 shows these to be Type "D" 36" x 36". This change was made with no problems.

The bikeway signing presented a problem as people continued to park on the bikepath. The local paper presented an article on the problem and police wrote citations. We finally added "No Parking" signs below the bikeway signs and in the areas of maximum trouble. This seems to have solved the problem.

Incidentals: The original quantity for Type 1 fence was 335 linear feet. Due to right-of-way obligations 923 lin. ft. was the final quantity. Also approximately 200 feet of Type 2 fence was installed under EWO #10, as there was no bid item for this work required by right-of-way obligation. This same Extra Work Order reimbursed the contractor to reconstruct an existing fence at Station 19 to 21 right which had been removed to construct a 30" storm sewer outfall pipe. This work was classified as "Extra Work" in accordance with Section 107.13 of the Standard Specifications. Approximately 200 feet of 3-rail wooden fence was constructed per right-of-way obligation, and the contractor was paid a lump sum amount for this work by Price Agreement #15.

Last minute changes and-or interpretations of right-of-way agreements and indentures of access caused a few concrete driveways, sidewalks, and curb sections to be removed and reconstructed. This will be discussed further in the section of this report dealing with right-of-way. Another problem encountered during construction of curbs and driveways pertains to Section 107.18, that is the contractor's responsibility to maintain satisfactory means of ingress and egress to private property. The subcontractor who performed this work felt no obligation on this matter. He used an extrusion machine which could strike off the full curb section and merely pour the depressed curb and gutter section. For convenience he wanted to pour everything straight through, which blocked out property owners from their driveways. The subcontractor's representative felt the property owners could park on the street, as this is what had happened on similar jobs he had been on in the past. When several property owners complained about this, after rather intense discussions, he reluctantly agreed to only pour half of each driveway at a time or make other suitable arrangements with each property owner. This procedure worked with some degree of success. Perhaps the requirements of Subsection 107.18 could be emphasized in the Special Provisions on an urban project of this nature, so that a contractor will be well aware that he must maintain ingress and egress under any circumstances.

Most contractors are aware of this.

Emphasizing a Std. Spec in the Specials on only select jobs leads to confusion.

Twenty-five existing sanitary sewer manholes required adjustment on the project. Four of these manholes were in conflict with the new curb and gutter. Price Agreement number13 was written in part to reimburse the contractor for his additional costs to provide and install new precast offset cones to revise the location of the tops of these manholes.

The Special Provisions were revised for seeding and mulching so the areas adjacent to lawns would be seeded heavier and with a more approprfate grass seed mixture. Price Agreement number 10 was written to document this change and compensate the subcontractor for the associated increase in cost. Price Agreement number 12 was written to revise the method of measurement of the seeding and mulching and rate of spread. By doing this we paid for the actual amount of material used which was based on the theoretical amounts which we estimated would be required. This saved considerable engineering time necessary to remeasure and calculate the applied acreage.

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Two 16' x 13'8" prestressed precast bridges were constructed across the irrigation canal at Stations 90+11 and 90+33 left on private approaches. This unanticipated work was necessary because the finished grade of the new road was too low to build suitable approaches to the existing bridges. State Force Order number 8 was written to have the local State Bridge crew build these structures in order to expedite the work and because the contractor had no interest in performing the work. The completed work was very satisfactory and provided the necessary suitable accesses.

State Force Order number 10 was written to have State Bridge crew widen the existing prestressed beam bridge at Station 92+55 with a 10' x 5' R.C.B.C. section 15' in length. $6,500.00 was set up in the anticipated items to do this work as requested by Road Design. Also included in this work was to install guardrail on all four corners of this structure. Guardrail was also installed on the left side of the existing structure at Station 7+50. The widening of the bridge was necessary to eliminate the very hazardous fixed concrete parapet at the end of this taper section. State Forces also installed delineators along the shoulder of this taper.

Utilities: Telephone: Adjustments were completed prior to award of the contract. Conflicts between the 19" x 18" concrete encasement of the telephone conduits and storm sewers occured at Station 21+12, 50+85, and 71+75. Adjustments or revisions to the storm sewer system resolved the conflicts.

Power: The power poles were relocated on a joint use easement which was also used by the state for slope easement, and irrigation easement. The poles were being relocated after the award of contract which caused some minor conflicts with the contractor.

The power pole in the SW Corner of the intersection with West Harbeck Road was set at the sidewalk location and in conflict with Signal Pole #8. After extensive correspondence debating responsibility for the move, the power company relocated this pole. No billings have been received so I assume they have accepted responsibility for the move.

Towne Street, Station 54+25, was a dedicated street requiring curb returns rather than road approach with depressed curbs. The curb return was in conflict with a power pole on county right-of-way for Towne Street. This pole adjustment was negotiated by the power company and county.

Natural Gas: A natural gas line had to be adjusted at West Harbeck Road intersection and the line was also extended under permit at this location of future use.

Water: The present system only extends to Station 16. These lines were relocated and adjusted prior to award of the contract.

From Station 15 to 50 ducts were placed under the road by the city for future work if the water system is extended.

Sanitary Sewer: State Force Order #2 for $18,440 was written to reimburse the sewer district for extending connections and cleanouts beyond new right-of-way line. Actual costs were $20,893.59. Much of this overrun can be attributed to the wet ground conditions.

A lamp hole located approximately Station 50 never was found and adjusted.

The contractor broke several manholes while grading and excavating. The sewer district has submitted a bill to the contractor for cleaning the lines of debris from these breaks.

Right-of-Way and Permits: A letter written by the Sewer District was sent to property owners telling them connections would have to be made prior to completion of work. This area is within the urban growth boundary so many potential sub-divisions installed sewer connections. Initially it caused some conflict with contract operations and traffic flow as I thought maintenance was inspecting since they had issued the permit and they thought I was controlling the sewer connections since it was a construction area. Once the decision was made for my office to inspect and control these operations I had excellent co-operation and co-ordination from Jim King the Maintenance Foreman.

During the project two indentures of access and two grants of access caused a number of difficulties.

Property on File 40515 had been developed into a sub-division after the option was signed. The access to the original house had been converted to a street "Lark Ellen Lane" for this sub-division with no provisions for access to the house. Eventually an indenture from Station 42+09 to Station 42+84 was obtained. However, the arrangements were not completed until after the depressed curb was installed at Station 42+09. This curb had to be removed and replaced.

On ROW File 40526 the owner applied for an indenture of access 4-19-78. The E-792 submitted with the indenture noted that "this is within the limits of the Grants Pass-New Hope Road Project". On July 14,78 the owner signed the indenture with the state signing July 17,78. Unfortunately the driveway was constructed at the plan location July 17, 1978 under the contract. On July 27, 1978 I received a copy of the indenture. The owner thinks the application was submitted in a timely manner and that only red tape and poor communication caused us to not construct the driveway in accordance with the indenture. Maintenance forces have the unenviable task of getting the owner to remove the existing driveway and reconstruct at the location on the indenture.

The owner of property at ROW File 40511 requested a grant of access in March 1978. When the curb and sidewalk was built in this area the status of the grant of access could not be obtained. I assumed that the grant would be approved and installed a depressed curb and driveway in this location. A letter from the Right-of-way Engineer stated that approval was not being recommended for this grant and chided the field personnel for submitting the request. I then had the contractor remove the depressed curb and driveway replacing them with sidewalk and a standard Type A curb and gutter.

On August 4, 1978 a letter was written by the Right-of-Way Manager stating that the grant was being forwarded for approval. Once again instead of coordinating the needs of the property owner with the project we are forcing him to remove a new sidewalk and replace with a drive at his expense.

On File 40533 the settlement did not include access to an existing trailer house with a road approach under permit. On this property we did not have much lead time for the owner to obtain a grant before the sidewalk and curb were constructed. When I tried to find the status of the grant of access the advice I received was to pour the sidewalk and curb and have the property owner remove and replace with a drive if the grant was approved.

An out of court settlement was made on ROW File 40539 which included trading some surplus land to the property owner. An access was required on the land traded to the owner. This information was received in this office the day curbs were poured and did not get to the project inspector until after the curb was poured. This section had to be removed and replaced with a depressed curb.

I would like to see sime method of expediting applications for grants and indentures in construction zones to reduce the 3 to 4 month period of limbo when the status can not be determined. If this is not possible, it would help if the field were made aware of the progress on these applications.

I know for a fact that the people involved were resentful and not strong supporters of the Highway Division after being told to rebuild at their own expense a section of curb and sidewalk we had built within the same month.

I also found some problems with Right-of-Way options that could be prevented in future aquisitions. On File 40526 I had several phone calls, two person to person discussions and wrote a letter telling the owner that we had given a fencing allowance. My statement was based on ROW files where negotiators noted that they had told the owner of this allowance.. Unfortunately the section of paragraph 3 in the option stating we had paid a fencing allowance was crossed out. If this blank on the option form had been used, it would have reduced my problems and the hard feelings of the property owner.

The ROW agent needs to visualize driveways when negotiating widths. At several locations the apron plus additional width at curb caused us to either overlap driveways or have 2 feet of full height curb between drives. These short lengths of curb were ineffective channelization and were hard to see causing damage to car alignment.

I also discovered a different standard between driveway widths for construction and those for driveways under permit. The normal residential driveway under permit is 20 feet of greater. On construction the width is 16 feet. I had a number of people wanting driveways in excess of 16 feet. Some of these wanted to know why we wanted the owner to build wider than we were willing to install ourselves.

On condemnations the complaint refers to a 35 foot access. We need to discuss this with the owner before the project starts. At one location the owner had intentions of a business and the area was zoned appropriately. We had to rebuild as plans only called for 16 feet top width. Problem occured in other locations but we either held with 16 feet drive or revised prior to construction.

Even when the option stated a 16 ft. top width some of the owners wanted it constructed to the 35 foot r/w approach width shown on the options.

The final word of advice is beware of "in kind". File 40530 calls for replacement in kind of the fence. The existing fence was a badly deteriorated wooden fence. A custom replacement fence was approximately $1175 more than the $500 which would have been required if Type 1 fence was used. File 40528 option calls for reinstall irrigation plumbing. This was not shown on plans and turned out to be a rather involved buried pressure system. We had pretty well torn out the old system before the owner made us aware of the extent of the system.

This was meant to be constructive criticism and an attempt to give you some feed back in areas which make my job more difficult. I would like to state that Virgil Wilson did everything he could to help and was more than cooperative.

Keith L. Martin
Resident Engineer

GRANTS PASS-NEW HOPE SECTION
JACKSONVILLE HIGHWAY JOSEPHINE COUNTY
CONTRACT 8688 F-8(1)

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST.	PERCENT + or -
Contract Bid Item	$1,645,932.40	$1,655,599.69	+.59%
Anticipated Item	42,640.00	43,156.30	+1.21%
Contingencies	75,985.76	56,147.35	-26.11%
Engineering	135,085.79	168,000.00	+24.37%
Liquidated Damages 37 Days at $200/day		-7,400.00	
Credit for Signal Materials transfer to Maintenance		- 103.46	
Credit for Delete of Canal Gates		-1,000.00	
Credit for Delete of Sign #2		- 634.51	
TOTAL CONTRACT COSTS	$1,899,643.95	$1,913,765.37	+0.74%

STATEMENT OF OVERRUNS AND UNDERRUNS
Grants Pass-New Hope Road
Contract 8688 FAS F-8(1)

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +or-
1.	Furnishing Field Laboratory	Each	1	1	0.0
2.	Mobilization	Lump Sum	100%	100%	0.0
3.	Temporary Protection and Direction of Traffic	Lump Sum	100%	100%	0.0
4.	Temporary Signs	Sq. Ft.	440	631	+43.4
	Various phases of the construction were being performed simultaneously throughout the project requiring additional signing as well as the Contractor requested, and was granted by the State Speed Board, a reduced speed through the project. Those signs paid on this item.				
5.	Temporary Barricades	Each	17	6	-64.7
	Revision in the originally planned stage construction required less need for barricades.				
6.	Temporary Plastic Safety Markers	Each	21	18	-14.3
	No significant underrun.				
7.	Flagmen	Hour	1,600	1,751	+ 9.4
	No significant overrun				
8.	Clearing and Grubbing	Lump Sum	100%	100%	0.0
9.	Removal of Structures and Obstructions	Lump Sum	100%	100%	0.0
10.	Ditch Excavation	Cu. Yd.	330	407.83	+23.6
	To provide adequate drainage on this project, additional ditch excavation was required to intercept irrigation run-off water.				
11.	Embankment Foundation Excavation	Cu. Yd.	2,350	2,052.1	-12.7
	Estimating on this type of bid item is practically impossible to predict with precise accuracy.				

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +or-
21.	Concrete in Box Culvert	Cu, Yd.	38	35.29	- 7.1

This R.C.B.C. is in the canal of an Irrigation District. It was the desire of the District that we not construct wing walls, apron and cut-off wall, thereby causing an underrun of the item.

22.	Reinforcement in Box Culvert	Lbs.	5,670	5,795	+ 2.2
23.	Pipe Handrail	Lin. Ft.	129	129	0.0
24.	10-inch Culvert Pipe	Lin. Ft.	4	0	-100.0

Item was preempted for a plan change and deleted from contract.

25.	12-inch Culvert Pipe	Lin. Ft.	465	264	-43.2

Approach pipes not needed at 78+30, 79+20, 86+90, 87+20, 87+60, 89+00 and 90+33 all on left because either the ditch was not necessary or drainage reversed each direction.

26.	18-inch Culvert Pipe	Lin. Ft.	260	194	-25.4

One culvert pipe 56 feet in length was deleted from the contract and the 2 culvert(conduit) pipes had to be shortened to facilitate placing line gate valves in the irrigation lines therein: thereby causing the underrun.

27.	8-inch Culvert Pipe	Lin. Ft.	415	53	-87.2

The original quantity is in error by 110 feet as well as the 8" sewer lines shown on the plans which go to the Special Inlets should be 10" as shown on sheet no. 2C of the plans, therefore the underrun.

28.	10-inch Sewer Pipe	Lin Ft.	205	408	+99.0

The 8" lines going to the Special Inlets which are shown on the plans should have been 10" sewer lines as outlined on Sheet No. 2C of the plans (see item no. 27), which caused the overrun. Also 8 additional Special Inlets were needed.

29.	12-inch Sewer Pipe	Lin. Ft.	5,640	5,424	- 3.8

No significant underrun.

30.	15-inch Sewer Pipe	Lin. Ft.	595	1,036	+74.1

The estimated contract quantity is in error. The 15" Sewer Lines shown on the "Pipe Data Sheet" no.s 2G, 2G-2, and 2G-3 of the plans, total 1,245 Lin. Ft. There is therefore an underrun. See item #31 for most of this underrun.

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
31.	18-inch Sewer Pipe	Lin. Ft.	1,435	1,603	+11.7
	This overrun was mostly due to addition of 112' of 18" Sewer Pipe at Stations 53 to 54 left in lieu of 15" because of adding an inlet to South of Towne Street.				
32.	21-inch Sewer Pipe	Lin. Ft.	1,195	1,160	- 2.9
	No significant underrun.				
33.	24-inch Sewer Pipe	Lin. Ft.	205	161	-21.5
	The pipe configuration shown on sheet no. 4, note 4 was re-arranged which deleted the 35 foot run of 24" pipe. The 168 foot run of 24" pipe on sheet no. 9, note 19 was more than was required for proper installation, resulting in the underrun.				
34.	30-inch Sewer Pipe	Lin. Ft.	710	731	+ 3.00
	No significant overrun.				
35.	8-inch Concrete Irrigation Pipe	Lin. Ft.	630	567	-10.0
	The 8" line crossing W. Harbeck Rd. (see plan sheet no. 6, note 16) was deleted at the request of the Irrigation District, therefore the underrun.				
36.	10-inch Concrete Irrigation Pipe	Lin. Ft.	3,675	3,624	- 1.4
	No significant underrun.				
37.	12-inch Concrete Irrigation Pipe	Lin. Ft.	840	832	- 1.0
	No significant underrun.				
38.	6- inch Plastic Irrigation Pipe	Lin. Ft.	695	712	+ 2.4
	No significant overrun.				
39.	8-inch Plastic Irrigation Pipe	Lin. Ft.	775	785	+ 1.3
	No significant overrun.				
40.	12-inch Siphon Pipe	Lin. Ft.	194	193	- 0.5
	No significant underrun.				

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
41.	Extra for Pipe Under Pavement	Lin Ft.	30	26	-13.3
	Apparently the pavement crossing width was narrower than had been original estimated as the installation was per plan.				
42.	6-inch Line Gate Valves	Each	2	3	+50.0
	A private 6" irrigation line which had to be altered to construct the roadway, required a valve after we removed the existing diversion box and canal gates which were in the easement, which caused the overrun.				
43.	8-inch Line Gate Valves	Each	6	5	-16.7
	One 8" valve deleted at Sta. 52+65 because of error on plans, one deleted at Sta. 63+19 Rt. because existing pipe turned out to be 10" instead of 8" and one added at Sta. 68+77 Rt. as requested by Irrigation District.				
44.	10-inch Line Gate Valves	Each	3	7	+133.3
	One 10" valve added at Sta. 20+50 in lieu of canal gate valve, one added at Sta. 32+76 and one at Sta. 33+75, two added at Sta. 63+19 and one was deleted at Sta. 68+77. All these changes were at the request of Irrigatio District and were effected by Price Agreement.				
45.	12-inch Line Gate Valves	Each	1	2	+100.0
	One 12" line valve added at Sta. 32+70 Lt. and one added at Sta. 33+25 Rt. and one deleted at Sta. 68+77 Rt. as requested by Irrigation District.				
46.	4-inch Overflow Valves	Each	44	45	+ 2.3
	No significant overrun.				
47.	6-inch Overflow Valves	Each	5	5	0.0
48.	8-Inch Overflow Valves	Each	2	4	+100.0
	Changes made by Irrigation District Manager				
49.	Concrete Siphon Boxes	Each	2	2	0.0
50.	Concrete Manholes	Each	11	11	0.0
51.	Pressure Manholes	Each	4	4	0.0
52.	Cleanout Manholes Type A	Each	1	1	0.0

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +or-
12.	General Excavation	Cu. Yd.	26,720	21,893	-18.1
	Item was reduced on Price Agreement No. 9 to allow the existing pavement to remain in place in designated areas, and original estimate was incorrect.				
13.	Trench Excavation	Cu. Yd.	6,870	7,039.01	+ 2.5
	Additional trench excavation was required on this project to provide adequate drainage.				
14.	Finishing Roadbed and Slopes	Lump Sum	100%	100%	0.0
15.	Watering	M-Gal.	500	254.2	-49.2
	The general excavation work was performed at a time when the natural moisture content was up, thus reducing the required amount of watering.				
16.	1"-0 Aggregate Base	Ton	14,300	21,811.075	+52.5
	Item overran because of slightly low original estimate, and extra rock was needed for additional approaches, and some rock was used in subexcavation and rock lost in the soft grade.				
17.	Class "B" Asphalt Concrete Mixture	Ton	36,500	36,195.675	- 0.8
	Item was reduced on Price Agreement No. 9 to allow existing pavement to remain in place in designated areas and overlay those areas. We have, therefore actually overrun the item. Additional A.C. was used to overrun A.C. Approaches by 100 each.				
18.	Asphalt Cement in Mixture	Ton	2,360	2,087.096	-11.6
	Item was reduced on Price Agreement No..9 to allow the existing pavement to remain in place in designated areas and only overlay those areas. Also the mix design asphalt content was less than originally estimated.				
19.	Asphalt in Tack Coat	Ton	15	5.710	-61.9
	Tack was only used where old pavement was overlaid, too much asphalt up to top course of paving was the reason for using none between paving lifts.				
20.	Concrete in Wall	Cu. Yd.	10	16.07	+60.7
	An apparent error in the original estimate. The plans give a variable height of from 20" to 44". It was necessary the wall height vary from 39 5/8" to 48", and was so constructed.				

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
53.	Cleanout Manholes Type B	Each	2	3	+50.0
	One was added at Sta. 87+35 Rt. at the end of an 8" line as requested by Irrigation District Manager.				
54.	Standpipe Diversion Box	Each	1	1	0.0
55.	Standpipe, Sta. 52+00	Each	1	1	0.0
56.	Special Inlets	Each	9	17	+88.9
	Several inlets were added at locations where storm runoff would otherwise be trapped behind the sidewalk on private properties.				
57.	Concrete Inlets Type CG-1	Each	78	77	- 1.3
	No significant underrun.				
58.	Concrete Inlets Type CG-2	Each	5	5	0.0
59.	Concrete Inlets Type G-2	Each	3	3	0.0
60.	Concrete Inlets Type D	Each	12	15	+25.0
	One added at Sta. 22+70 Lt. to intercept drainage ditch not indicated previously, one added at Sta. 73+09 Rt. to catch heavy runoff behind sidewalk, and one added at Sta. 87+53 Lt to end drain ditch and culverts short of what plans called for as being more practical and economical.				
61.	6-inch Drain Pipe	Lin. Ft.	60	454	+656.7
	Numerous sub-drainage problems were encountered during excavation work and perf pipes and or filter cloth cutoff trenches were added where necessary to help alleviate the problem areas.				
62.	8-inch Drain Pipe	Lin. Ft.	1,770	1,764	- 0.3
	No significant underrun.				
63.	Special Filter Material in Drains	Cu. Yd.	165	289.57	+75.5
	This overrun resulted also because of numerous drainage problems which were encountered, and perf pipes were added.				

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + /or -
64.	Type I Fence	Lin. Ft.	335	923	+175.5
	Required by Right-of-Way obligations not shown on the plans.				
65.	Concrete Walks	Sq. Yd.	5,540	5,191.27	- 6.3
	No significant underrun.				
66.	Concrete Driveways	Sq. Yd.	1,550	1,645.01	+ 6.1
	No significant overrun.				
67.	Concrete Curbs	Cu. Yd.	895	878.3	- 1.9
	No significant underrun.				
68.	Extra for Asphalt Approaches	Each	14	114	+714.3
	Item was increased to 110 by Price Agreement No. 11. Where the driveways were gravelled originally as shown on the plans, gravel was spilling out on the roadway and in the gutter and getting into the inlets. All the driveways were paved to alleviate this maintenance problem.				
69.	Loose Riprap, Class 700	Cu. Yd.	10	9.9	- 1.0
	No significant underrun.				
70.	16' Cattle Guard	Each	1	1	0.0
71.	Adjusting Manholes	Each	24	25	+ 4.2
	No significant overrun.				
72.	Roadside Seeding and Mulching	Acre	2	1.4	-30.0
	Approximately 0.6 acre was lawn areas which required more, and different, seed than that normally used. This was done on Price Agreement No. 10, therefore the underrun of this item.				
73.	Setting Mailbox Posts	Each	40	47	+17.5
	Incorrect original estimate, more mailbox posts were found than shown on the plans, probably due to the time lag between location and construction new houses were built.				
74.	Removal of Existing Sign Installation	100%	100%	100%	0.0

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +or-
75.	Wood Sign Posts	Lump Sum	100%	100%	0.0
76.	Sign Supprot Footings	Lump Sum	100%	100%	0.0
77.	Single Post Slip Base Sign Support	Lump Sum	100%	100%	0.0
78.	Breakaway Sign Posts	Lump Sum	100%	100%	0.00
79.	Double Sing Support	Lump Sum	100%	100%	0.0
80.	Cantilever Sign Structure, Sta. 13+50	Lump Sum	100%	100%	0.0
81.	Type "A" Signs in Place	Sq. Ft.	500	499.6	--.1
	No significant underrun.				
82.	Type "C", "D", and "R" Signs in Place	Sq. Ft.	444	437.2	-1.5
	No significant underrun.				
83.	Type "EE" Signs in Place	Sq. Ft.	44	50.4	+14.5
	One additional "STOP" sign was reauired, which was not shown on the plans, causing the overrun.				
84.	Type "I" Signs in Place	Sq. Ft.	61	61	0.0
85.	Type "U" Signs in Place	Sq. Ft.	24	43.9	+82.9
	An apparent error in the original estimate as the signs installed were of the dimensions shown on plan sheet 2H-2, and installed only at the locations shown on plan sheet 2H.				
86.	Sign Illumination Equipment	Lump Sum	100%	100%	0.0
87.	Move and Reinstall Existing Signs	Lump Sum	100%	100%	0.0
88.	Traffic Signal Installation, Complete	Lump Sum	100%	100%	0.0

P.A. ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	On-the-Job Trainee	Hour	1,000	861	-13.9
	The prime contractor finished his work ahead of schedule resulting in slightly less trainee time.				
2.	Remove Foundation	Lump Sum	100%	100%	0.00
3.	Document Use of Commercial Mix Concrete	Documentary Only			
4.	Credit State for Deletion of Canal Gates	Lump Sum	100%	100%	0.0
	Document Increased Quantity B.I. 43,44,45,53	Documentary Only			
5.	Shale	Cu. Yd.	5,000	3,460.5	-30.8
	Was originally written for 2000 Cu. Yd. and later revised to 5000 Cu. Yd. It is nearly impossible to predict an exact quantity that will be needed on an item such as this.				
7.	Reject Sand Backfill	Ton	200	591.55	+195.8
	Incorrect original estimate. Very impractical to estimate an exact quantity when unsure of problem areas which will be encountered.				
8.	Document Revised Stage Construction	Documentary Only			
9.	Document Reduced Quantities B.I. 12,16,17,18	Documentary Only			
10.	Lawn Seeding and Mulching	M-Sq. Ft.	26	26	0.0
11.	Document Increase in Quantity BI No. 68	Documentary Only			
12.	Document Specification Change BI 72, PA 10	Documentary Only			
13.	Revise Manholes	Lump Sum	100%	100%	0.0
14.	Delete Sign No. 2 Support	Lump Sum	100%	100%	0.0
	Document Pay for G-1 Inlets on BI. No. 57	Documentary Only			
15.	3 Rail Wooden Fence	Lump Sum	100%	100%	0.0

EWO ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	Irrigation System Work	$	1,900.00	3,307.86	+74.1
	Unanticipated high pressure resulted in the addition of protective sleeves around overflow valves to eliminate embankment erosion.				
2.	Stage Construction Striping	$	600.00	831.62	+38.6
	Incorrect original estimate.				
3.	Remove and Reinstall Curb and Gutter	$	420.00	444.58	+ 5.9
	No significant overrun.				
4.	Remove and Repair A.C. Patches over pipe	$	6,000.00	5,517.32	- 8.0
	No significant underrun.				
5.	Connect Existing Drains to Sewer	$	750.00	392.50	-47.7
	Incorrect original estimate.				
6.	Install Cutoff Drain Sta. 55 to 75	$	2,550.00	7,339.83	+187.8
	Additional cutoff drains were needed above what were originally estimated in this area when embankment sloughing occured.				
7.	Remove A.C. and Broken Pipe, Replace and Patch	$	980.00	481.97	-55.2
	Incorrect original estimate, the inlet was salvaged but pipe had to be replaced and lowered.				
8.	Install Cutoff Drain Station 88 to 93	$	6,000.00	3,040.07	-49.3
	Incorrect original estimate, the cutoff drain was ended near Sta. 91 instead of 93.				
9.	Reconstruct Curb and Gutter	$	1,260.00	1,233.87	- 2.1
	No significant underrun				

EWO ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
10.	Replace Fence and Gate	$	990.00	868.67	-12.3
	Incorrect original estimate.				
11.	Shape and Prepare Approaches for A.C.	$	625.00	872.29	+39.6
	Incorrect original estimate.				
12.	Install Inlet and Pipe to Connect Catch Basin	$	1,200.00	1,501,46	+25.1
	Incorrect original estimate, the steel pipe cost more than originally anticipated.				
13.	Install State Furnished Signal Heads	$	1,000.00	2,061.82	+106.2
	Incorrect original estimate.				

SFO ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +or-	
1.	Relocate Telephone Facilities	$	476.00	476.00	0.0	
2.	Adjust Sewer Lines	$	18,440.00	20,893.59	+13.3	
	We had little control on this item for the county to adjust sewer lateral lines. Apparently they slightly underestimated the work.					
3.	Temporary Pavement Striping	$	1,500.00	2,382.39	+61.0	
	Apparently some of these charces should have been charged to permanent striping force order.					
4.	Permanent Pavement Striping	$	5,000.00	987.96	-80.2	*
	Final charges have not been received to date on this State Force Order. Will probably underrun due to inaccuracy of estimating the original ammount.					
5.	Temporary Illumination	$	3,000.00	1,536.14	-48.8	
	This State Force Order included both installation and removal of the temporary illumination. It has since been decided to leave the illumination as a permanent installation, resulting in the underrun.					
6.	Bikeway Signing and Striping	$	2,500.00	1,018.93	-60.3	*
	Final charges have not been received to date on this State Force Order.					
7.	Furnish Mailbox Posts	$	850.00	425.30	-50.0	*
	Final charges have not been received to date on the State Force Order.					
8.	Construct Access Across Irrigation Canal	$	7,700.00	9.9696.55	+25.9	*
	Final charges have not been received against this State Force Order. Will overrun because of low original estimate, no significant changes were made during the work.					
9.	Revise Catch Basin Grates	$	185.00			*
	To date charges have not been received against this State Force Order.					

* NOT A FINAL QUANTITY

SFO ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -	
10.	Widen Bridge and Install Guardrail	$	7,300.00	546.99	+ 22.4	*
	Final charges have not been received to date on this State Force Order. Guardrail has not yet been installed. Will overrun due to incorrect original estimate.					
11.	Furnish Signal Heads	$	1,750.00	1,878.75	+ 7.4	
	No significant overrun.					
12.	Install Sign No. 2 on Strain Pole No. 2	$	175.00			*
	To date, charges have not been received against this State Force Order.					
13.	Transfer Signal Head to Holding Account	$CREDIT	-103.46	-103.46	0.0	

* NOT A FINAL QUANTITY

8688

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 3, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-8(1)

Contract 8688, Work Completed December 13, 1978
Project Grants Pass-New Hope Road
Highway Jacksonville
County Josephine

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 1-19-79

NOTED
H.S. COULTER

G. K.
for G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
JAN 24'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

Routing
Keasey
Bond
Jackmond
Hopkins
Johnson
Inloes
RECEIVED
JAN 24 1979
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

STATE COPY

12-18-7

U.S. D ARTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

cc: State (H. S. Coulter)

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Josephine	DIVISION Oregon

IN COMPANY WITH: Jim Gix and Keith Martin, OSHD; Hank Geiske, Grants Pass Irrigation District

DATE OF INSPECTION 12-18-78	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. F-8(1)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 116 %	WORK COMPLETED 100 %

GRANTS PASS - NEW HOPE ROAD
JACKSONVILLE HIGHWAY
Grading, Paving, & Structures

This project widened to four lanes a previously narrow section of urban primary highway. Curbs and sidewalks were added.

The completed work looked very good. The pavement finish is exceptional. Street identification signs appeared low. The Resident Engineer will check and have finger boards raised if appropriate.

Part of the irrigation system which was constructed under this project exhibits excessive pressure to adjacent users. The problem appears to be from the design, not construction of the system. A consultant engineer, working for the Irrigation District, designed the modification. That design was incorporated into the construction plans. Mr. Geiske, from the Grants Pass Irrigation District, said he is satisfied that the irrigation system was constructed in accordance with the plans. It was agreed that the Irrigation District will contact their consultant to determine the best corrective action at this point. Several possible corrective actions were discussed. It appears correction of the problem will be fairly easy. Funding of necessary correction was left unresolved.

The project appeared to have been constructed in accordance with the contract requirements and therefore acceptance is recommended.

RECEIVED
STATE HWY ENGR
JAN 12 '79
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

1-12-79
aj Keasey

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

#3688

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-8 (1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80083

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Assistant Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED 2-1-78	DATE AUTHORIZATION EFFECTIVE 10-25-78	FEDERAL ROUTE NUMBER Primary 8 STATE ROUTE NUMBER Secondary 272

GENERAL LOCATION:

Grants Pass - New Hope Pass

GENERAL DESCRIPTION OF WORK:

Widen existing pre-stressed beam bridge and install guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-25-78, as requested in Mr. Keasey's letter of 11-20-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 10 is approved for TEC NTE $ 7,300 Federal Funds $ 6,261.00.

Swan
12-19

DATE 12-6-78	SIGNATURE OF APPROVING OFFICIAL G. K. Hoerner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8688

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-8(1)

STATE PROJECT NO. See below

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80083

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 2-1-78

DATE AUTHORIZATION EFFECTIVE 10-19-78

FEDERAL ROUTE NUMBER Primary 8

STATE ROUTE NUMBER Secondary 272

GENERAL LOCATION:

Grants Pass - New Hope Road

GENERAL DESCRIPTION OF WORK:

Revise catch basin grates to be bicycle safe.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AGREED PRICE AND OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-19-78, as requested in Mr. Keasey's letter of 10-25-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 9 is approved for TEC NTE $185 - Federal Funds $159.

NOTED
F. B. KLABOE

DATE 11-1-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5188

U.S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED AID PROJECT NO. F-8(1)

STATE PROJECT NO. See below

COUNTY NAME Josephine

PROGRAM NO.

ITEM NO. 80083

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Primary 8
2-1-78	8-2-78	STATE ROUTE NUMBER	Secondary 272

GENERAL LOCATION:

Grants Pass - New Hope Road

GENERAL DESCRIPTION OF WORK:

Construct access across irrigation canal.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~ADVERTISED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 8-2-78, as requested in Mr. Keasey's letter of 10-25-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 8 is approved for TEC NTE $7,700 - Federal Funds $6,589.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-1-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

272

Salem, Oregon
September 20, 1978

ORIGINAL SIGNED BY
H. VERSTEEG
J. H. Versteeg
Engineering

Keith Martin
Resident Engineer

Grants Pass-New Hope Road
Jacksonville Highway
Josephine County
Contract No. 8688

Returned are data submitted to this office for the preparation of revised approaches on the subject project. Also attached are three prints of a proposed structure design and a print of the profile with our proposed revision shown in red plus a quantity estimate.

This design has been discussed with you and has your concurrence.

Construction requested that we send this directly to you to save time.

DNS:ab
Attachments
cc: C. T. Keasey
Alfred Shirley, Jr.

Versteeg
I Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 20 1978
ENGINEERING
SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

September 1, 1978

FILE: CON 5

FROM: JAMES J. SIX
Regional Construction Engr.

TO: C. T. Keasey
Construction Engineer

SUBJECT: Revised Irrigation Crossings
Grants Pass-New Hope Road
Jacksonville Highway
Contract No. 8688

Herewith location information to assist in the design of a revised crossing of the upper canal of the Grants Pass Irrigation District to eliminate a dangerous pair of private crossings that were impacted by subject project. Keith has included information to extend the structure at the highway crossing as requested by J. H. Versteeg to eliminate the fixed object hazard of the unprotected bridge rail end.

The irrigation district is opposed to the use of siphon structures due to the silt prevalent in the ditch system. I agree with Martin's choice of alternatives.

Is this necessary?

Please pursue a minor program change to add the two culverts needed to solve problems of access and safety at Station 90+23 and 92+55. Please forward information to Technical Services to produce necessary plans.

jjg/cw
Encl.

cc J. H. Versteeg
Walt Hart
Keith Martin

RECEIVED
SEP 6 1978
CONSTRUCTION BRANCH

K Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

REFERRED TO
Hal Versteeg
By Construction Engineer

Call Martin
OK with him
9-19-78

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Grants Pass, Or. 97526
29 August 1978

Keith L Martin

479-9817

FROM: Keith L. Martin
Resident Engineer

TO: Alfred Shirley
Region Engineer

SUBJECT: Grants Pass - New Hope Rd.
R.C.B.C. @ Sta 90+23 Lt. &
92+55 Rt.
Contract 8688
Prefix 117-1092-900

Enclosed is a mylar plan, one original cross section and profile, notes, pictures and cost estimate for replacing the timber bridges @ Sta. 90+11 and 90+33 left and widening the existing prestressed slab span bridge @ Sta. 92+55 Rt.

A. As we have discussed and as is rather obvious by the pictures of the owners' travel trailers hanging up on their approaches, we need to revise the grades of the approaches @ Sta. 90+11 and 90+33 left. We have discussed the various alternatives of 1. relocating the canal to the east, 2. constructing a siphon or slab span bridge, 3. relocating their accesses 4. constructing an arch pipe or R.C.B.C.

I have chosen alternative #4 as being the best feasible solution, that is constructing a 10' X 3½' R.C.B.C. 45' long at the approximate grade and location as shown on the drawings. This would require Salem to design a special box culvert to fit these dimensions, also I would hope they could design one with additional steel in the top slab in order to keep this dimension to a minimum. Six inches would be the maximum acceptable slab. Using this section we could reduce the grade of the approach @ 90[illegible] from 16% to 11% and the one @ 90+33 from 18% to 10%. The best available information we have indicates they had about a 10% grade before construction.

The cost I estimated for this work would be $13,000.00 I have not attempted to estimate costs for any of the other alternatives.

If you concur with this alternative we need the hydraulics section to analize the flow through a box of this size, and structural design will have to design this special box culvert. We will also need the right of way section to obtain a construction easement from the property owners. I assume we will have to provide access during construction also.

B. I have also estimated costs to widen the prestressed slab span bridge @ Sta. 92+55 with a 8' X 5' R.C.B.C. 63' feet long. The total I have estimated is $16,380.00. $6500.00 was set up in anticipated items to extend it 15 feet. I have extended it this additional distance to accommodate for future widening of the highway.

Again the hydraulics section should be advised of this situation. We have determined the normal flow @ present to be 60 cfs; the irrigation district concurs with this number and further states the canal is designed for 70 cfs.

Also the structural design section should advise me as to how we are to tie into these prestressed beams. Are we to dowel into the beam or merely butt up against it? I assume we won't want to construct a shear key.

If we extend this the full length we will again need a construction easement in order to reline the concrete canal to match the shape of the box.

We cannot do any of this work till 15 October when the irrigation season is over, but I should start the paperwork immediately in order to expedite the work.

8688

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

September 1, 1978

FROM: JAMES J. GIX
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Permanent Illumination
Redwood Interchange
Grants Pass-New Hope Rd.
Contract No. 8688

When work started on the subject project, it was immediately apparent that there was a conflict with the illumination on the Redwood Interchange. A State Force Order was written and temporary illumination was installed. This allowed the poles unaffected by construction to remain in service and gave good service during stage construction detours.

The surfacing is now complete and we have an estimate for permanent illumination of $35,000. A night inspection indicates that the Jacksonville Highway leg of the interchange is comparable to the balance of the Redwood Interchange. The temporary illumination is done with good construction practices including pressure treated poles and will give 20-25 years service if necessary.

Region proposes leaving the temporary installation until the location of the Foothills Blvd.-Redwood Hwy. is complete and an upgrading of the entire Redwood Interchange illumination can be considered. It simply does not make sense to upgrade one leg of an interchange to "State of the Art" when the entire area is of the same design.

I recommend that permanent illumination not be included as extra work in the present contract.

RECEIVED
TECHNICAL SERVICES
SEP -7 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

jjg/cw

cc L. E. George
Walt Hart
Keith Martin

1 Keasey K
2 Jackmond
3 Hopkins
4 Williams
Johnsen
Glenn

RECEIVED
SEP 6 1978
CONSTRUCTION BRANCH

Richards
Borg
Inloes
Widmer
Gebauer
Church

8-6-78
E.S. Hunter
H.S. Coulter
I agree.
CTKeasey

APPROVED
ESHunter
E. S. Hunter
Date 9-8-78

cc Gix Coulter Hart
Keasey Verstoeg Mechring

8618

8

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-11-78

FEDERAL AID PROJECT NO. US-17-053(1)

STATE PROJECT NO. See below

COUNTY NAME Josephine

PROGRAM NO.

ITEM NO. US-177

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-21-76

FEDERAL ROUTE NUMBER Secondary 17-053

STATE ROUTE NUMBER Secondary 272

GENERAL LOCATION:

Grants Pass - New Hope Rd. Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility Adjustment Pacific Northwest Bell TEC NTE $476

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 7-21-76, I approve the Agreement with PNWB and you are authorized to proceed with the Actual Adjustments for the Telephone Cable relocation. Reimbursement on a lump sum basis is approved.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

Duane
9-13

DATE 9-11-78

SIGNATURE OF APPROVING OFFICIAL G.K. Hassner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9637 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 4, 1978

JB Boyd

FROM: J. B. Boyd
Right of Way Manager

TO: Alfred Shirley
Region 3 Engineer

SUBJECT: File 40511
Grants Pass-New Hope Road
Section
Jacksonville Highway
Josephine County

I have received a call from Mr. Kenneth Howell, present owner of the above subject file, indicating that the field personnel do not believe that there is any problem in granting this additional access.

On July 5, 1978, I extended to you my opinion on this matter relating to the protection of the Jacksonville Highway improvements. It is not my responsibility to define any more the economics of the improvement, but only the legality of the particular grant. My people have said that it is valueless. After consultations with Mr. E. S. Hunter I will only relate my responsibility to its value. I have signed the access point and sent it on to him for further approval.

JBB:jk
cc: E. S. Hunter
Virgil Wilson

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 7 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8688   7-26-8   9

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-8(1)

STATE PROJECT NO.
See below

COUNTY NAME
Josephine

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
2-1-78	6-28-78	Primary 8 Secondary 272

GENERAL LOCATION:
Grants Pass-New Hope Road

GENERAL DESCRIPTION OF WORK:
Furnish and install bikeway signing and stripe.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED [illegible] [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 6-28-78, as requested in Mr. Keasey's letter of 7-12-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for TEC NTE $2,500 Federal Funds $2,145.

Swa
8-1

DATE
7-26-78

SIGNATURE OF APPROVING OFFICIAL
G. K. [illegible]

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

Salem, Oregon
July 24, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Keith Martin
Resident Engineer

Sign Shop Drawings
Grants Pass-New Hope Road
Jacksonville Highway
Josephine County
Contract No. 8688

Enclosed find three sets of approved shop drawings for the Type "A" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Pacemaker Industries for sign fabrication.

We also suggest that you point out in your cover letter to Pacemaker Industries that they should comply with between word spacings as indicated on Drawing S-4.

WGB:ab
Attachments
cc: C. T. Kaasey
Alfred Shirley, Jr.
W. G. Beard

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Grants Pass, Or

18 July 78

FROM: Keith L. Martin
Resident Engineer

SUBJECT: Grants Pass- New Hope Rd.
Jacksonvulle Hwy
Contract 8688
F. A. F-8(1)

TO: W. G. Beard
Final Design

A field review of the signing indicates that the left footing for sign #6 would be in the sidewalk. To solve this problem would review the design to see if a TS 4x4x3/16 slip base sign support can be used. The top of footing will be at edge of roadway elevation.

cc: Region
File

REFERRED TO
Beard WGB
Fiola
Erikson
Hager
Born
Watson
Return Discuss [✓ Do] File Copy
BY FINAL DESIGN ENGINEER

Is a slip base appropriate at This location.?

I Versteeg
Christensen DOL
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED

JUL 20 1978

ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 5, 1978

FILE:

NOTED
E. S. HUNTE

J B Boyd

FROM: J. B. Boyd
Right of Way Engineer

TO: Alfred Shirley
Region 3 Engineer

SUBJECT: File #40511
Grants Pass - New Hope Road Section
Jacksonville Highway
Josephine County

I have reviewed the request for a grant of access on this file and have not recommended its approval. We, in the recent past have purchased access control on this highway, defined the access points and paid damages to the properties in accordance with those access grants.

I cannot recommend additional access being granted regardless of what is indicated as value for the access although I cannot believe from a common sense standpoint that in one instance we are paying damages for a cost-to-cure and in the next instance defining it as zero-value. This however, is vagary of the appraisal process and I am not concerned with that. The concern I have is in the granting of accesses to an alignment that already contains a proliferation of accesses that will probably come back to haunt us because of the residential nature of properties in the first instance, and in changing use patterns in the future.

In conclusion I solicit your assistance in your field personnel not submitting requests for grants on this new stretch of highway unless there are extremely extenuating circumstances.

JBB:lb

cc: E. S. Hunter
Virgil Wilson
Neil Flanagan

RECEIVED
TECHNICAL SERVICES
JUL 6 '78
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Salem, Oregon
July 3, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Keith Martin
Resident Engineer

Sign Shop Drawings
Grants Pass-New Hope Road
Jacksonville Highway
Josephine County
Contract No. 8688

Enclosed find three sets of approved sign shop drawings for the TYPE "U" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Coral Corporation for fabrication of the signs.

We also remind you the sign shop drawings should be sent to this office for review and approval.

RECEIVED
JUL 0 3 1978
ENGINEERING SECTION

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

Trout
Do Not File ☐
Return To
Bring Up / /
Action

WGB:ab
Attachments
cc: C. T. Kemsey
Alfred Shirley, Jr.
W. G. Beard.

86-87

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: Keith Martin
Resident Engineer

DATE: June 19, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Bikeway Sign Plans
Grants Pass-New Hope Road Section
Jacksonville Highway
Josephine County

NOTED
E. S. HUNTER

Your letter of June 6 requested additional information regarding the bikeway signing on the above-named section.

We have a new policy on the use of bike crossing signs. There has been discussion as to the need for this sign on Class II and III bikeways where the automobile at the intersection is controlled by a "STOP" sign or signal. Several county and city officials have complained the bike crossing signs are not required at a majority of the intersections and place a future burden on their budget for sign maintenance. The bike crossing signs are also an expensive item on our present budget condition.

In the future, the bike crossing sign will only be used at intersections that have a dangerous traffic condition. The various counties or cities may install these signs on their roads and streets if they consider them necessary.

No bike crossing signs are warrented on this project and the attached revised sign plan shows them removed. The attached plan also shows the revisions required to coordinate the signing with the revised striping plan.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

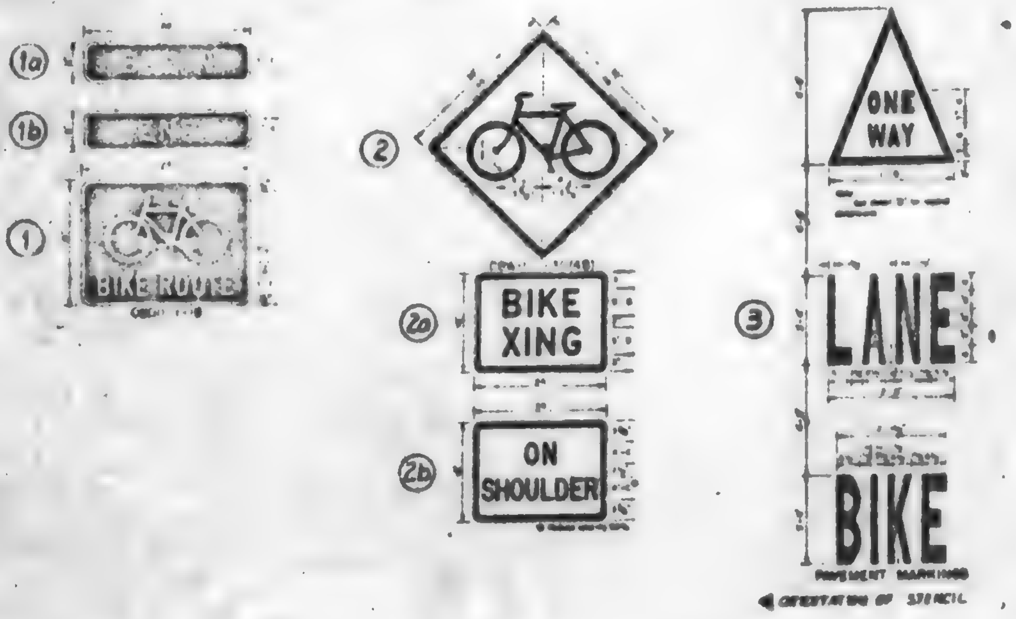
ELS:ds
Attachments

cc: E. S. Hunter w/attachment
Adrian Olson w/attachment
F. T. Lacey w/attachment
Alfred Shirley, Jr., w/attachment
G. T. Thornton w/attachment
Don Shaffer w/attachment

RECEIVED
TECHNICAL SERVICES
JUN 19 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	[illegible]

81-125-1987



1a
1b
1
BIKE ROUTE
2
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2a
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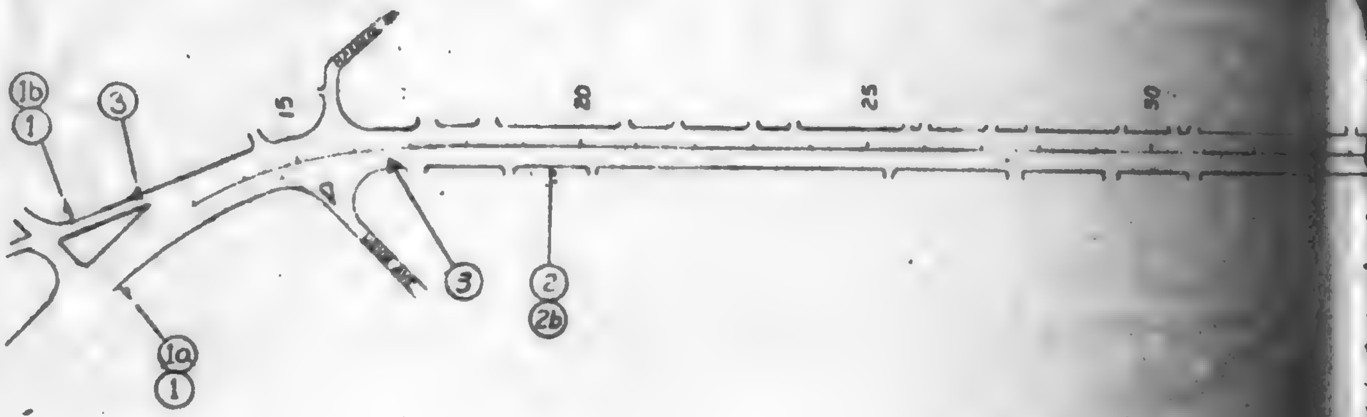
SHOULDER
2b
ONE
WAY
3
LANE
BIKE
PAVEMENT MARKINGS
ORIENTATION OF STENCIL



1b
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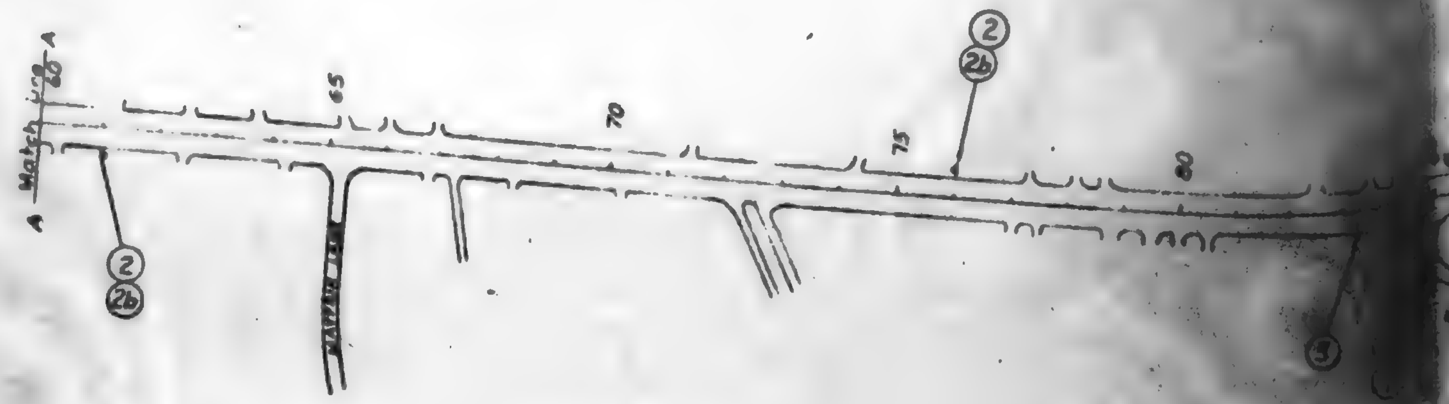

A Match Line A
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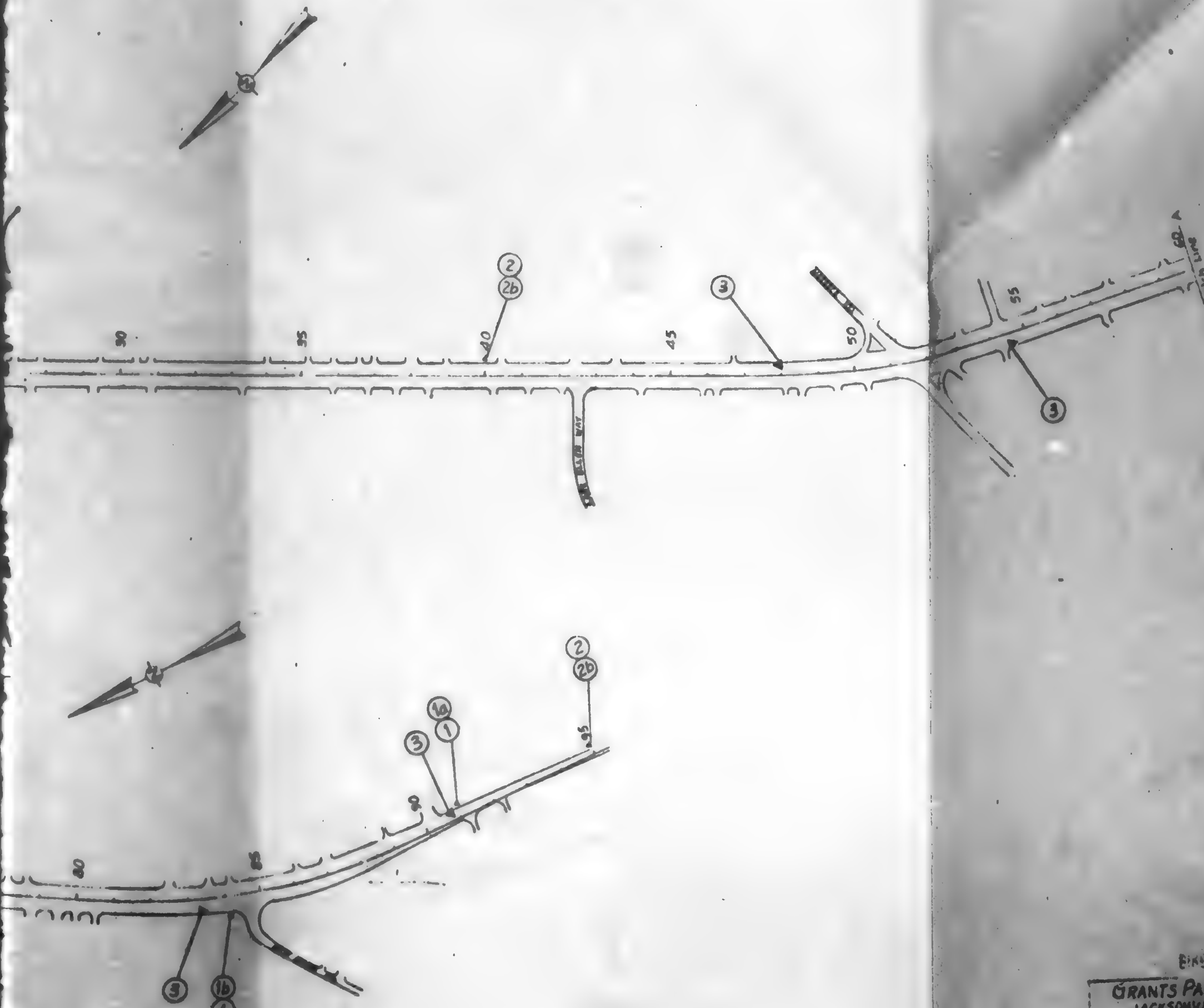


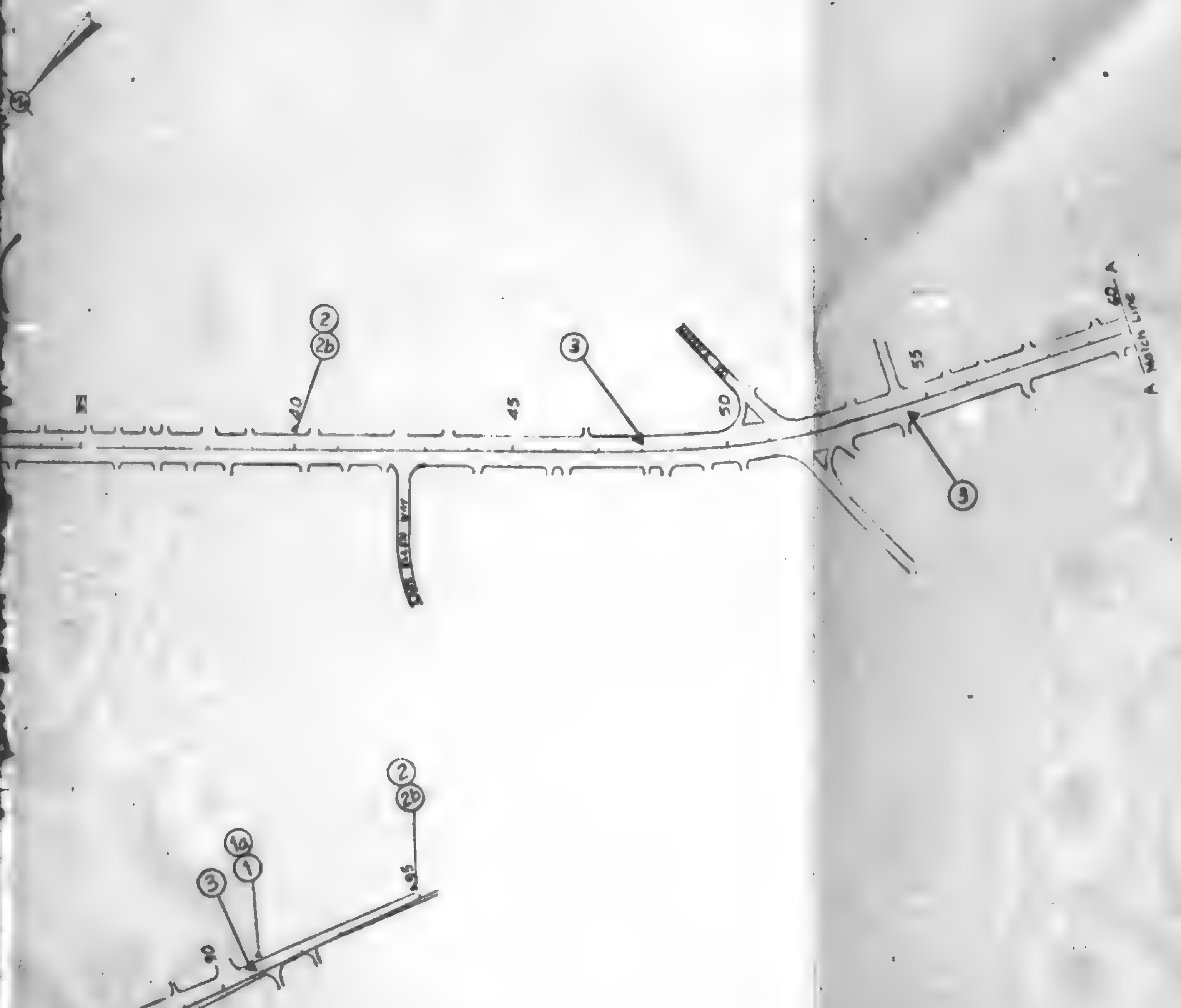
BIKEWAY [illegible]

GRANTS PASS - NEW HO
JACKSONVILLE HWY. + JO

2-15-78
2/17/78
2-17-78 J. J.
4/11/78

W.D. Owen
COUNTY APPROVAL
3/21/78

Rev. 6-14-78



W.D. Owen
COUNTY APPROVAL
3/21/78
DATE

Rev. 6-14-78

BIKEWAY [illegible] PROJECT

GRANTS PASS - NEW HOPE RD. SEC.
JACKSONVILLE HWY. - JOSEPHINE CO.

2-15-78
2/17/78
2-17-78 J.J. Leavy
4/11/78
Asst. Hwy. Engr.

7622

272

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Grants Pass, Oregon
June 6, 1978

FILE: CON 5 - 8688

Keith L Martin

FROM: Keith L. Martin
Resident Engineer

SUBJECT: Grants Pass - New Hope Road
Jacksonville Highway
Josephine County

TO: L. E. ~~George~~
~~Traffic~~ Engineer Supervisor

I reviewed the approved bikeway sign plans and noted the following discrepancies with the approved striping plan.

1. Signing plan shows ending bike way @ Sta. 84 right while the striping plan shows the end of bike way @ Sta. 87 right. End Striping @ 84

2. New Hope Rd does not have a sign 2 and 2a which will be required if striping plan is used. Put in Signs

3. Towne St. at Sta. 54+50 left does not have a sign 2 and 2a. Put in Signs

4. Signs show bike path ending @ Sta 16+50 left while the striping will continue down the off ramp to Fruitdale Dr. Sta. 10+50 left. Striping Good

5. Signing plan shows the bike path beginning @ Sta. 16+50 right. The striping plan has the start of the bike path @ Sta. 11 right. Striping Good

6. Signs 2 and 2a are required on Union Ave and Harbeck Rd appr0x. Sta 15 if the current striping plan is used. Put in Signs

Would you please coordinate wi th the ~~Preliminary~~ Design Engineer and revise either the striping plan or the bike sign plans.

I will not intiate a state force order for the signing until I receive additional information.

cc; Preliminary Design Engineer
George Thornton
Alfred Shirley Jr.
Don Shaffer
F. T. Lacey

6-8-78
Copies sent to all concerned
DMS

Striping plan revised as above
DMS

____Versteeg____
____Christensen____
____George____
I Olson DMS
____Terpin____
____Sullivan____
____Scott____
____Savage____

RECEIVED
JUN 07 1978
ENGINEERING SECTION

____Trout____
Do Not File
Return To____
Bring Up____/____/____
Action____

272

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5-8688

INTER-OFFICE CORRESPONDENCE
Grants Pass, Oregon 97526

5 June 1978

FROM: Keith L. Martin 479-9812
Resident Engineer

SUBJECT: Signing Plan Changes
Grants Pass - New Hope Rd.
Josephine County
Contract 8688

TO: Bill Beard
Final Design Unit

Forwarded for your consideration is a letter dated May 31, 1978 from Coral Corporation suggesting signing plan changes. Please advise.

cc: Region

RECEIVED
JUN 06 1978
ENGINEERING SECTION

✓ Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

REFERRED TO
✓ Beard WGB Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lau
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

Please call K. Martin and advise him appropriately

Done 6/7/78
WGB

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 248
GLADSTONE, OREGON 97027

May 31, 1978

Oregon State Highway Division
Keith Martin, R.E.
P.O. Box 306
Grants Pass, OR 97526

RE: Grants Pass - New Hope Road
Contract No. 8688

Gentlemen:

In reviewing the signing plans (sheet No. 2H) for the above job, I noticed an error on the School Advance (S1-1) and the School Crosswalk (S2-1) signs. These signs are shown as Type C (Silver & Black) and according to the Manual on Uniform Traffic Control Devices, they should be Type D (Yellow & Black).

Also, according to the Manual on Uniform Traffic Control Devices, the standard size for these School Signs is 36" x 36" and I would recommend using the standard size rather than the minimum 30" x 30" considering the speed of the traffic using the road.

If you agree with these changes in the plans, please let me know before we begin fabrication.

Sincerely,

Larry Arnold

Larry Arnold
Sign Shop Administrator

LA/sls

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
JUN 1 1978

#8278

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. US-F-17-053(2)

STATE PROJECT NO. See below

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. US-182

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5/30/78

FEDERAL ROUTE NUMBER Primary 8

STATE ROUTE NUMBER Secondary 272

GENERAL LOCATION:

Grants Pass - New Hope Road Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change.
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's May 26, 1978, letter I approve the program change and increased funding as follows:

Prefix Letter	Appropriation Code	TEC	FF
add F	010	129,000	100,900

NOTED
F. B. KLABOE

DATE 5/30/78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8678

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

May 11, 1978

Copeland Paving, Inc.
P.O. Box 608
Grants Pass, OR 97526

Re: Contract 8688

Gentlemen:

Received your request to deposit retainage on this project in an interest bearing account.

Please furnish us with your Federal ID number so we can have the interest earings correctly reported.

I have verified with the Resident Engineer that there is a progress payment in process so we anticipate making the first deposit in conjunction with this estimate.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

bc: C.W. Head
R. Church

NOTED
C. W. HEAD

#9682

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: April 12, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Construction Speed Zoning
Grants Pass-New Hope Rd. Sec.
Jacksonville Hwy. No. 272
Josephine County

Construction is in progress on the above named contract. Local law enforcement agencies have expressed concern over their ability to enforce speeds through the construction area.

In order to provide for the safety of motorists and construction workers, it is necessary that an enforceable 30 MPH speed be established. Therefore, it is recommended that Oregon Transportation Commission Rule No. 648 dated October 24, 1973 be amended and a 30 MPH speed zone be established from 0.12 mile south of Union Ave. (MP 0.33) to 0.23 mile south of New Hope Rd. (MP 1.75), except that from 0.11 mile north of Harbeck Rd. (MP 0.81) to 0.11 mile south of Harbeck Rd. (MP 1.03), the designated speed shall be 20 MPH when children are present as per the provisions of Subsection 2.a., of ORS 487.470.

This speed zoning is to be in effect only on those sections where work is in progress and where the appropriate signs are in place and only for the duration of the construction project.

If you concur, please approve the construction speed zone. After approval, a copy should be transmitted to Mr. C. W. Head for his records.

L E George
L. E. George
Traffic Engineer Supervisor

SRW:rah

cc: C. W. Head

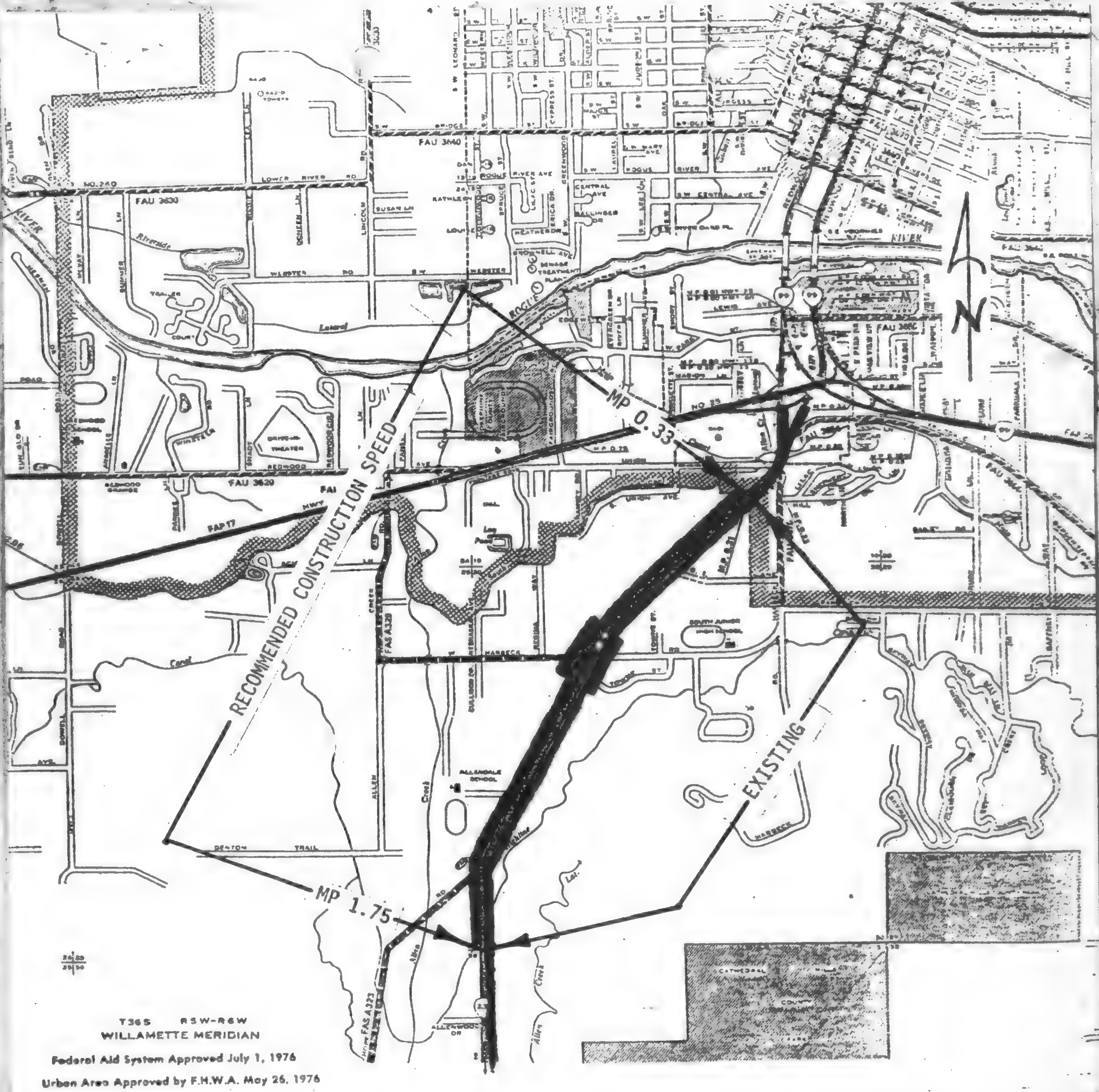
RECEIVED
STATE HWY ENGR
APR 14 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
C. W. HEAD

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 4/14/78

4-17-78 Copy to Traffic



T36S R5W-R6W
WILLAMETTE MERIDIAN

Federal Aid System Approved July 1, 1976

Urban Area Approved by F.H.W.A. May 26, 1976

GRANTS PASS
URBAN AREA MAP

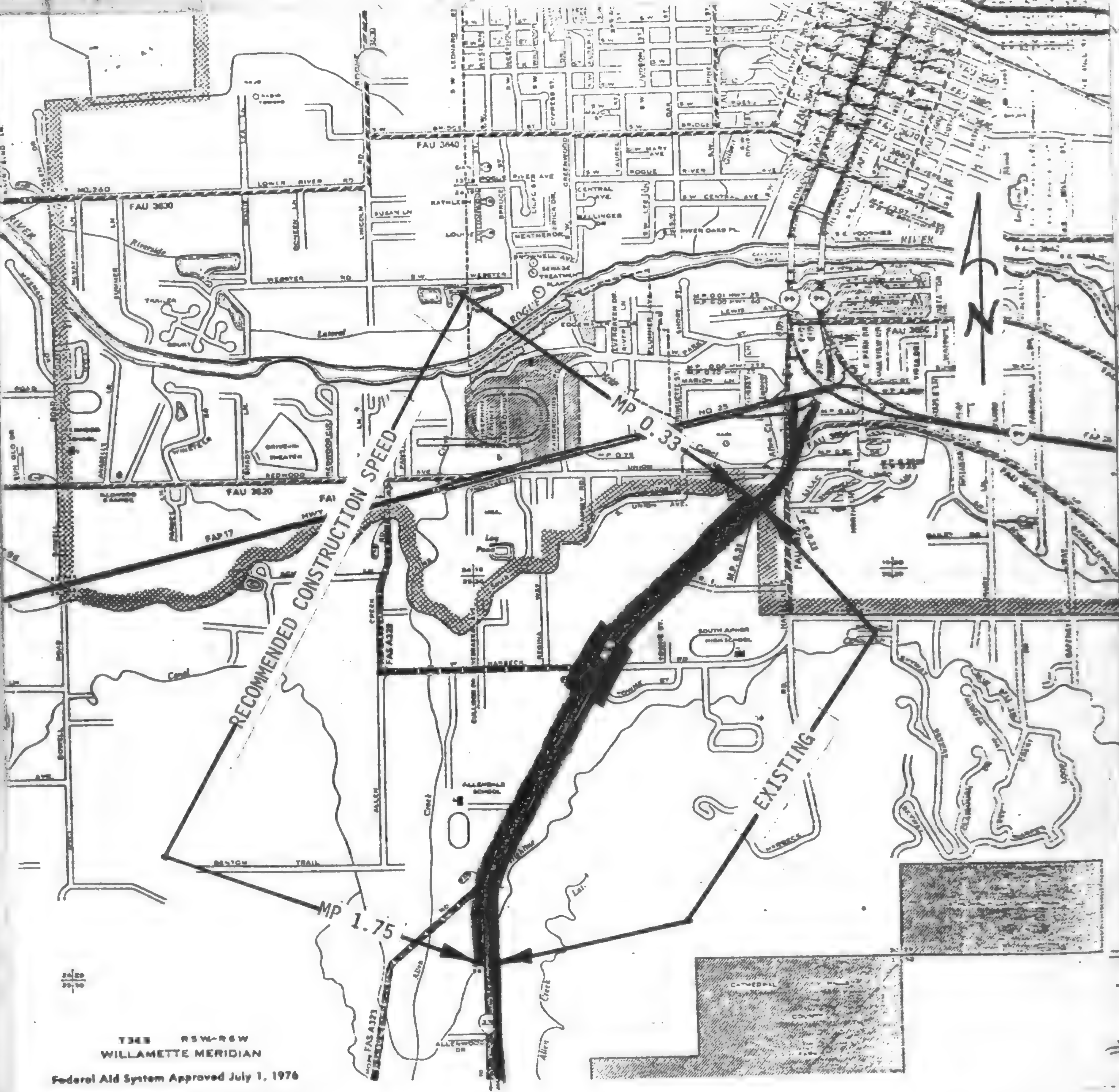
JOSEPHINE COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised June 1976

SCALE IN FEET
800 0 800 1600 2400

LEGEND
▬ 20 MPH (when children are present)
▬ 30 MPH
▬ 40 MPH
▬ 50 MPH



T36S R5W-R6W
WILLAMETTE MERIDIAN

Federal Aid System Approved July 1, 1976

Urban Area Approved by F.H.W.A. May 26, 1976

GRANTS PASS URBAN AREA MAP

JOSEPHINE COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised June 1976

SCALE IN FEET

LEGEND

▬	20 MPH (when children are present)
▬	30 MPH
▬	40 MPH
▬	50 MPH

8688 Form 81-734-3308

8

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Grants Pass - New Hope Rd. Sec

Date 25 March, 1978

Highway Jacksonville

Contract No. 8688

County Josephine

Prefix 117-1092

Contractor Copeland Paving, Inc.

F. A. Project No. F-8(1)

Address P. O. Box 608, Grants Pass, OR 97526

Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Connect new irrigationsystem to existing private lines as directed by the engineer. Plug irrigation gate and construct new gate in High Line canal as shown on note 8 plan sheet no. 10.
Close and seal cnal head gates as shown on note 17 plan sheet no. 9.

APPROVED EFFECTIVE DATE 3-31-78
Contingent upon modification of project agreement if additional funds are required.
BY G. K.
TITLE Field Operations Engineer
DATE 4-13-78
FEDERAL HIGHWAY ADMINISTRATION

RECEIVED
STATE HIGHWAY ENGR
APR 19 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Location by station numbers:

Through out project.

Estimate of quantities and cost:

Labor +20% + 10%	$1,150.00
Equipment +15% + 10%	300.00
Material +15% + 10%	450.00
TOTAL	$1,900.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Valves specified on the plans are not suitable to connect to existing pipes as they are designed for flood irrigation of spilling into an open ditch only. Thisorder wil reimburse the contractor for extra expense involved in connecting to these lines. The pluggingof old gate and installation of new gate is shown on plan sheet10 and section104.4 of the special provisions as extra work. The closing and sealing of canal head gates is shown on plan sheet 9 and section 104.4 of the special provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $1,899,643.95

Present estimate of project costs, including $1900.00 for work under this order $1,899,643.95

Expected under-run / over-run amount $ 0

Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

NOTED
H.S. COULTER

Submitted by: Keith L. Martin
KEITH L. MARTIN
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended: original signed by O. B. Jackmond
For: Construction Engineer or Bridge Engineer

Approved
Construction Engineer

SP*79864-734

8688

8

March 15, 1978

Copeland Paving, Inc.
695 S.E. "J" Street
P. O. Box 608
Grants Pass, OR 97526

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8688 for work on the Grants Pass-New Hope Road Section of the Jacksonville Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

The matter pertaining to the starting date on this contract has been referred to Mr. Carroll Keasey, Construction Engineer for the Department.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc
Gillespie-Stanger-Jacobson
House of Insurance
243 S.W. "J" Street
Grants Pass, OR 97526

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc
C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Alfred Shirley
Keith Martin
L. E. George

OFFICE PHONE
476-4441

RESIDENCE PHONE
476-3236

COPELAND PAVING, INC.

P. O. Box 608
695 South East J Street *Equal Opportunity Employer*
GRANTS PASS, OREGON 97526

March 3, 1978

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Contract #8688

Gentlemen:

Enclosed are two executed copies of above referenced contract.

We'd like to call your attention to the fact that the starting date of the contract is Saturday, March 11, 1978. We would appreciate the starting day to be Monday, March 13, 1978, the beginning of the work week.

Thak you for your attention in this matter.

Sincerely,
COPELAND PAVING, INC.

R. D. Copeland, President

NOTED
C. W. HEAD

RDC/rb

3/7/78
cc Keasey

RECEIVED
MAR 7 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Routing

Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
MAR 8 1978
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

March 8, 1978

R. D. Copeland, President
Copeland Paving, Inc.
P. O. Box 608
Grants Pass, OR 97526

Re: Grants Pass - New Hope Rd.
Contract 8688

Dear Mr. Copeland:

In your letter of March 3 you requested that the commencement of the calendar day count be delayed to Monday, March 13. The day count commences "...tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution" (Section 108.08(c) of the Standard Specifications). Weekends and holidays are charged just the same as days falling within the normal work week (Section 108.08(a) "Calendar Days").

As the contract specifies when the day count is to commence, we cannot honor your request for changing the beginning date. Your actual commencement of work on the project does not, of course, have to coincide with the beginning of the calendar day charges.

Very truly yours,

C. T. Keasey
Construction Engineer

By

Warren Richards
Construction Office
Coordinator

WR:mk

bc: Alfred Shirley, Jr.
Keith Martin
Cecil Head

NOTED
C. W. HEAD

8688

8

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Keith Martin
L. E. George
SAIF
Fran

February 28, 1978

Copeland Paving, Inc.
695 S.E. "J" Street
P. O. Box 608
Grants Pass, OR 97526

Gentlemen:

The Oregon Transportation Commission on February 27 accepted your proposal for work on the Grants Pass-New Hope Road Section of the Jacksonville Highway in Josephine County for the sum of $1,645,932.40 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration and upon your submitting completed forms relative to soliciting subcontract bids from Minority Business Enterprises.

Those conditions were fulfilled and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8688.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy. The calendar day count on this contract will begin March 11, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

84 8

JOSEPHINE COUNTY OREGON

Board of Commissioners
GEORGE A. CALVERT*
BEN KILPATRICK
M. C. LOUGHRIDGE

Duane Schultz, Legal Counsel

(503) 476-8881

COURTHOUSE GRANTS PASS, OREGON 97526

RECEIVED
STATE HWY ENGR
FEB 27 '78
REFER TO Shirley
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	✓					

TO: PROPERTY OWNERS IN THE HARBECK-FRUITDALE
SERVICE DISTRICT NEAR THE PROPOSED
RECONSTRUCTION OF THE JACKSONVILLE HIGHWAY PROJECT

IMPORTANT NOTICE

As many of you may be aware, the Oregon State Highway Division had set February 23, 1978 as the date to receive bids for construction of their Jacksonville Highway Project from Grants Pass to New Hope Road.

The Harbeck-Fruitdale District is presently relocating and adjusting existing services only, in order that they do not conflict with the State's construction plan. The District will not be involved in any new sewer construction for property owner's desiring additional service connections or main lateral stubs for future development of presently vacant property. It will be up to each individual owner to determine what their future service needs will be.

It is expected that work on the highway project will commence as soon as weather permits. Considering that the Oregon State Highway Division will not allow open cuts of the new asphalt concrete pavement for a period of ten years after placement, we strongly and sincerely urge any property owner who may have any need for future additional sewer service to their property to act immediately to assure it is completed prior to the State's project.

For those persons desiring an 8 inch sewer stub or lateral:

1. Submit a plan, including specifications, for the sewer prepared by a registered engineer to the Harbeck-Fruitdale Service District, and the State Department of Environmental Quality.

2. Obtain a permit to perform operations upon the State Highway by contacting Jim King of the Oregon State Highway Division in Grants Pass, phone 476-3669.

3. Upon receiving approval of the plan from the agencies listed above and your State Highway permit you may commence work under the direction of your engineer.

4. Upon completion of the project and acceptance by the agencies previously mentioned, the sewer line will be incorporated into the District's system for maintenance.

For those persons desiring a 4 inch service connection:

1. Obtain a permit (or have the licensed sewer contractor or licensed plumber doing the work for you obtain the connection permit) at the Josephine County Road Department office located at the corner of 5th and "D" Streets.
2. Obtain a permit to perform operations upon the State Highway by contacting Jim King of the Oregon State Highway Division in Grants Pass, phone 476-3669.
3. Upon securing your permits you may commence work on your connections.

If you should have any questions regarding this matter please do not hesitate to call the Josephine County Department of Roads, Engineering Division at (503) 476-8201 extension 372.

Thank you.

BOARD OF COUNTY COMMISSIONERS Acting
As the Governing Body of the
Harbeck-Fruitdale Service District

Commissioner

Geo. h. Calvert
Commissioner

M. C. Laughridge
Commissioner

RW:li

cc: Jim King, OSHD Grants Pass
Keith Martin, OSHD Grants Pass

8688

8

Salem, Oregon
February 21, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 23 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened February 23 on the following projects:

1. Corvallis-Newport Highway at SW 53rd Street
   Benton County
   Grading, Paving, Signals

   Grading incidental to overlay and signal installation.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oak Ranch Creek Bridge
   Nehalem Highway, Columbia County
   Structure Replacement

   4-foot shoulders provided on structure and approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Canaan Road-BEnnett Road
   Columbia River Highway, Columbia County
   Grading, Paving

   Variable 4-foot to 8-foot shoulders except in curbed area. This project will be striped and signed as a Class III bikeway.

4. Canyon Creek (NW 3rd Avenue) Bridge
John Day City Street, Grant County
Grading, Paving, Structure

Footpaths and bicycle trails will not be established under this project as per ORS Chaper 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Grants Pass-New Hope Road
Jacksonville Highway, Josephine County
Grading, Paving

4.5-foot PCC sidewalks and 6-foot Class III bikeways will be provided on this project.

6. Pacific Highway West at 5th Avenue
City of Eugene, Lane County
Traffic Signals

Same as No. 1.

7. Cox Creek-Elm Street
Albany-Junction City Highway, Linn County
Grading, Paving

Existing Class III bikeway to be replaced in kind.

8. Burns Junction Rock Production, Malheur County
Rock Production

Same as No. 1.

9. Hillsboro-Silverton Highway at Oregon Way
City of Woodburn, Marion County

4-foot shoulders to be provided on this project.

10. 12th Street SE at Madrona Avenue SE
City of Salem, Marion County
Traffic Signals

Same as No. 1.

11. Broadway Bridge (West Approaches)
    City of Portland, Multnomah County
    Deck Surfacing

    Same as No. 1.

12. East Burnside Street Undercrossing
    East Portland Freeway, Multnomah County
    Grading, Paving, Structure

    12-foot Class II bikeway on structure; 12-foot sidewalk/bikeway on Burnside; 10-foot bikeway along freeway will be provided on this project.

13. SW 29th Street to Pendleton-John Day Highway
    City of Pendleton, Umatilla County
    Grading, Paving

    4-foot sidewalks to be provided on this project.

DES:JP

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8688

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 10, 1978

Salem OR. 97310

FILE: ~~ROW 18-4~~

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Engineer

TO: C. W. Head, Manager
Commission Services

B U I L D I N G

SUBJECT: State of Oregon-Pacific Power & Light Co. Agreement
Nonexclusive Permanent Utility Easement
Grants Pass-New Hope Rd. Section
Jacksonville Highway
Josephine County
Agreement No. Misc. C&A 6483

MISC. CONTRACTS and AGREEMENTS No. 6483.

A fully executed copy of the subject agreement was transmitted to Pacific Power & Light Company this date.

A resume of the pertinent provisions and the Section or Unit responsible for their execution is as follows:

1. Right of Way

    a. Region 3 - Submit a bill to the Utility Unit for the actual cost of the easements to be occupied by Pacific Power & Light Company's power lines.

    b. Salem office - Prepare the nonexclusive easement documents to Pacific Power & Light Company and send them to the Utility Unit for delivery to the Company.

    c. Utility Unit - Submit the documents and a bill for one-half of the actual cost of the construction-slope-utility easements to Pacific Power & Light Company. Upon receipt of PP&L's check for one-half of the easement costs, the Utility Unit will transmit it to the Finance Section for credit to the Right of Way project.

2. Finance Section - Credit the project, Prefix 117-2512-401, for Pacific Power & Light's share of the cost as reflected by the check received from PP&L.

By a copy of this letter, xerox copies of the executed agreement are being distributed as indicated below.

JMC:de
cc: E. S. Hunter
J. B. Boyd (Adele Egan)-w/agreement
Jack Sollis-w/agreement
Gene Hickam-w/agreement
Alfred Shirley-w/agreement
Keith Martin-w/agreement
G. T. Thornton-w/agreement
Jack Ayres-w/agreement

2/13/78

[illegible]

8

8688 2-1-78

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
F-8(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80083

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Opeations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2-1-78	2-1-78	Primary 8
		STATE ROUTE NUMBER
		Secondary 272

GENERAL LOCATION:

"Grants Pass - New Hope Road Section"

GENERAL DESCRIPTION OF WORK:

Grading, Paving, Signing ¢ Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify):

Permanent Pavement Striping (SF)	$5,000
Stage Constr Striping (SF)	1,500
Temporary Erosion Control (EW)	2,500
On the Job Training (EW)	800

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1-30-78 request and certifying statements are accepted
PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,820,593, Federal Funds $1,562,068.

A signed copy of the Title Sheet is returned herewith.

NOTED
B. KLABOE

3-1

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-1-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

2628

272

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 25, 1978

W. E. Cole

FROM: W. E. Cole
Design Engineer Supervisor

SUBJECT: Grants Pass-New Hope Road
Jacksonville Highway
Josephine County

TO: MEMO TO THE FILES

The proposed taper at the south end of the project has been re-evaluated by the Traffic Section. The standard length to drop one lane of traffic is 600 feet. The plans as designed drop two lanes in 500 feet, therefore the signing and striping plans will be revised to correct this condition.

We request that the 10'x5' RCBC at Station 92+55 be extended to the west 15 feet to provide more safety for the traveling public. This extension is estimated to cost approximately $6,535.00 and this amount will be added to the project authorization as an anticipated item. The work will have to be performed under a price agreement because the contract plans have been finalized for bidders.

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
3 Sullivan JWS
Scott
Savage

RECEIVED
JAN 24 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

WEC:ab
cc: Alfred Shirley, Jr.
Keith Martin
Duane Hofstetter
Bill Beard
Jack Sullivan

8682

272

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/24/78

Donald L Rout

Paul

2-23-78 Bid Letting ____________ All Clear Deadline

SECTION GRANTS PASS-NEW HOPE ROAD
Highway Jacksonville
County Josephine Region 3
Type of Work G. P. Sigs., Illum. Funds FA
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☐	☒	☐	☐	☒	No significant problems
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	

7688 1-5-78

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-8(1)

STATE PROJECT NO. See Below

COUNTY NAME Josephine

PROGRAM NO. 80083

ITEM NO.

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-3-78

FEDERAL ROUTE NUMBER Primary 8

STATE ROUTE NUMBER Secondary 272

GENERAL LOCATION:

"Grant's Pass - New Hope Road Section"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ XXOTHER (Specify) : Utility Adjustment
Horbeck-Fruitdale Sanitary Dist
TEC NTE $18,440 - F.F. $15,820

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-14-77 letter, you are now authorized to proceed with the actual adjustments of Horbeck-Fruitdale Sanitary District's facilities. Reimbursement on an actual cost basis is approved.

I approve the agreement with the Utility consisting of Verbal Notice of Conflict, your Regional Utility Engineer's letter of 11-14-77 and the plans and estimate furnished by Mr. Swan's 12-14-77 letter.

Approval and participation for the portion of work authorized above is subject to the provision of the Federal-aid Highway Program Manual

NOTED
F. B. KLABOE

DATE 1-3-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8658

272

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

December 30, 1977

Don

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Grants Pass-New Hope Road Section
Jacksonville Highway
Josephine County

TO: Adrian Olson
Preliminary Design Engineer

When preparing the striping plan for the above project, please stripe the 6-foot shoulders as bike lanes. Elmer Scofield is making a signing plan accordingly.

DES:mc

Will do

___Versteeg___
___Christensen___
___George___
I Olson ___
___Terpin___
___Sullivan___
___Scott___
___Savage___

RECEIVED
JAN 0 3 1978
ENGINEERING SECTION

___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

~~Check plans~~

8688 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 22, 1977

NOTED
E. S. HUNTER

Mr. and Mrs. C. E. Price
2499 Williams Highway
Grants Pass, OR 97526

SUBJECT: File 40540
Grants Pass-New Hope Rd. Sec.
Jacksonville Highway
Josephine County

Dear Mr. and Mrs. Price:

Your note of November 9, 1977 was one which I certainly appreciate as manager of our Right Of Way Section. I am personally glad that you were successfully relocated and that you feel that the personnel who worked with you were capable and had assisted in all ways possible.

Thank you again for your note.

Very truly yours,

J. B. Boyd
Right Of Way Manager

JBB:ha
cc: E. S. Hunter✓
Virgil Wilson

RECEIVED
TECHNICAL SERVICES
NOV 22 '77
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Nov-9-77

Mr Wilson mr Hansen
mrs Falsom & mr Brown
an another gentleman that
was out to 2499 Williams
Hiway helping us get
settled in our new place
We want to thank each
one for helping us so
much an the consideration
every one showd us
Mr Hansen & Mrs Falsom
are very capable Workers
if the people will work
with them

Thanks so very much

Mr & Mrs C. E. Price
Grants Pass

RECEIVED
NOV 14 1977
ROSEBURG R/W

RIGHT OF WAY SECTION
RECEIVED
NOV 15 1977
CA
RS
CS

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem 97310

November 22, 1977

FILE:

FROM: J. B. Boyd
Right Of Way Manager

TO: Virgil Wilson
Regional R/W Supervisor

SUBJECT: File 40540 - Price
Grants Pass-New Hope Rd. Sec.
Jacksonville Highway
Josephine County

The note which you received from Mr. and Mrs. Price, Grants Pass, indicates the relationship that I believe indicates that each of you are accomplishing the goals of the Right Of Way Section. It is my hope that we in Right Of Way will treat the grantors that we come in contact with, with the courtesy and the helpfulness that you obviously have. We face a difficult relationship but it is my belief that by working a little harder, we can foster an atmosphere in which the grantor feels as though we are protecting their interests as well as those of the Department of Transportation.

I wish to thank each one of you for your accomplishment.

JBB:HA

CC: E. S. Hunter ✓
Personnel File

8688

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTE

November 14, 1977

Mr. John McCulloch
Assistant Attorney General
Justice Department
Salem, OR 97310

Subject: Revision Right of Way
Grants Pass-New Hope Road
Bucher Property - File 41815

Dear Mr. McCulloch:

I have contacted Mr. J. X. Wilson of the Roseburg Office and he is in agreement with the letter written by Ron Busey of which you received a carbon copy.

I guess we are all in agreement with the attempt to settle this file and to bring the fee taking to within approximately 2 feet of the sidewalk line as indicated in Mr. Busey's sketch. The area will not be formally described until such time as you have a settlement with the Mendenhalls. Any settlement up to the reviewed figure and changing that area between the line of fee-taking and the existing proposed right-of-way line as being permanent easement for slopes to be in order.

If a settlement is possible and agreed to by the Mendenhalls we will proceed to formally change our description and prepare documents to substantiate that.

Very truly yours,

JB Boyd

J. B. Boyd
Right of Way Manager

JBB:lb

cc: F. B. Klaboe
E. S. Hunter
J. X. Wilson
Virgil Wilson
Ron Busey

RECEIVED
TECHNICAL SERVICES
NOV 15 77
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

8688

8

October 3, 1977

City of Grants Pass
City Hall
Grants Pass, OR 97526

Attention: Fred W. Axe, III
Finance Director

MISC. CONTRACTS and
AGREEMENTS No. 6052

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Grants Pass-New Hope Road Section of the Jacksonville Highway in Josephine County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. conf. attached)

8688 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 27, 1977

FILE:

FROM: Neil Flanagan/cr
NEIL FLANAGAN
Property Manager

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: File No. 40545
Grants Pass-New Hope Rd.
Jacksonville Highway
Josephine County
FA R/W Project US-17-053(2)
FA Constr. Project (None Yet)

The original and one copy of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from the present owners of the abutting property.

This property is located South of Grants Pass. Access control was purchased in March, 1976.

The present owners have requested this indenture to enhance development of their property .

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

The benefit of this revision to the adjacent property has not been appraised. Benefits received are related to reduced construction, not increased value. There should be no consideration for this indenture.

APPROVED

DEPUTY STATE HIGHWAY ENGINEER
Date

RECEIVED
TECHNICAL SERVICES
SEP 28 77
REFER TO
FOR
Info Inves R/D O/R Sgn Agt File

APPROVED
Date 9/27/77
J B Boyd
Right of Way Engineer
Highway Division
Dept. of Transportation

NF:cr
Attachments
cc: Virgil Wilson

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

Date	August 24, 1977
File	40545
Section	Grants Pass - New Hope Road
Highway	Jacksonville #272
County	Josephine

OFFICE USE ONLY
FA R/W Proj. No.
FA Const. Proj. No.

1. Original Grantors: A. L. Robeson and Natalia A. Robeson
2. Present Owners: Craig Lowry and John F. Lowry
3. Address of Present Owners: 1720 Bull Creek Road, Grants Pass, Oregon 97526
4. Are deed copies attached which will complete chain of title? Yes
5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?
87+15	Westerly	32'	Unrestricted	NO

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed:
86+00	Westerly	30'	Unrestricted	NO

7. Reason for Change of Access: To adequately service the proposed auto service shop
8. Will change affect safety of use or highway traffic capacity? Explain.
9. Filing fee of $5 is enclosed None. Fee is waived X. Road Approach Permit is attached - - - - -.
10. State ~~(did)~~ ~~(will)~~ will not construct. Estimate of cost and check in amount of $- - attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the State - - - -.

RECOMMENDED:

Asst. District Engineer ~~or Resident Engineer~~

Regional Engineer

Right of Way Engineer

Orig. to R/W Engineer 9/27/77

APPROVED:

Assistant State Highway Engineer

Title Date

FEDERAL HIGHWAY ADMINISTRATION

8678

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 3, 1977

FROM: DENNIS MATNEY
Acting Property Manager

TO: E. S. HUNTER
Deputy State Highway Engineer

SUBJECT: File No. 40515
Grants Pass-New Hope Rd. Sec.
Jacksonville Highway
Josephine County
FA R/W Project: US-17-053(2)

The original and one copy of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from the present owners of the abutting property.

This property is located about 0.4 mile south of Grants Pass City Limits. Access control was purchased in 1976.

The present owners have requested this indenture to eliminate three points of access and provide one.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

No benefit of this revision will accrue to the adjacent property owner.

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 8-5-77

RECEIVED
TECHNICAL SERVICES
AUG 4 - '77
REFER TO
FOR

Info	Invest	R/O	D/R	Sign	Act	File

DM:cr
cc: Virgil Wilson

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

Date June 17, 1977
File 40515, L7352
Section Jacksonville - New Hope
Highway 272
County Josephine

OFFICE USE ONLY
FA R/W Proj. No.
FA Const. Proj. No.

1. Original Grantors: Ivan C. and Edna Butcher
2. Present Owners: Dwight D. Faszer, Herbert Faszer, Walter Faszer
3. Address of Present Owners: 270 Blue Bell Lane, Grants Pass, Oregon
4. Are deed copies attached which will complete chain of title? Yes
5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?
42+09	Northwesterly	35'	Unrestricted	No
43+40	Northwesterly	35'	Unrestricted	No
44+70	Northwesterly	35'	Unrestricted	No

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed:
43+22	Northwesterly	36'	Unrestricted	

7. Reason for Change of Access: Housing development
8. Will change affect safety of use or highway traffic capacity? Explain. No
9. Filing fee of $5 is enclosed none Fee is waived X. Road Approach Permit is attached Yes.
10. State (~~did~~) not (will) construct. Estimate of cost and check in amount of $ no attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the State no.

RECOMMENDED:

Asst. District Engineer or Resident Engineer

Regional Engineer

8/3/77
Right of Way Engineer

Orig. to R/W Engineer

APPROVED:

Assistant State Highway Engineer

Title Date
FEDERAL HIGHWAY ADMINIST RATION

RIGHT OF WAY SECTION
RECEIVED
JUL 2[illegible] 1977

0222 272

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 21, 1977

W. E. Cole

FROM: W. E. Cole
Design Engineering Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: Grants Pass-New Hope Road
Jacksonville Highway
Josephine County

Grandview Dr.-Wimer St. (Ashland)
FAU 3920 (City Streets)
Jackson County

A design review was held in Medford on the subject projects. In attendance were:

J. J. Gix - Roseburg
George Thornton - Medford
Earl Purdy - Medford
Jack Ayres - Roseburg
Ron Busey - Grants Pass
Don Haynes - Salem
W. E. Cole - Salem

1 Versteeg
Olson
2 Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
JUN 21 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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Bring Up / /
Other

Remarks:

Grants Pass-New Hope Road

1. The base design was reviewed and due to the wet subgrade condition it was decided to retain the 4-inches of aggregate base and was advised that this would also provide a cushion and level course for paving.

2. Embankment foundation excavation is anticipated on this project. Ron Busey will review with the maintenance foreman and send in the locations of the poor foundation areas.

3. Several new curbed driveways were noted. Ron Busey will locate these and send in with recommended drainage revision.

4. Don Shaffer recommended that the proposed bikeway be moved from the 7' portland cement concrete walk to the shoulder area by increasing the shoulder width from 3' to 6' and reducing the walk from 7' to 5'. All those present recommended the typical section not be changed due to the heavy traffic anticipated and locating the bikeway in the roadway area would be very hazardous. Pacific Northwest Bell has relocated their manholes in the proposed walk area and moving the curb as Shaffer recommends would cause 8 or 9 of these to be reconstructed at considerable expense.

5. The soil encountered on this project is decomposed granite and Region does not think that erosion will be a problem. Savage has set up approximately 1.7 acres for seeding and mulching.

Grandview Drive & Wimer Street (Ashland) Section

1. Temporary protection and direction of traffic signing plans were reviewed and a minor revision was recommended.

2. Region recommends the construction of the proposed retaining wall be allowed during the dry season only due to the foundation problem of the existing wall. The specifications should clearly state this.

3. We attended an informal meeting with the local property owners at the City Hall in Ashland on Wednesday from 7:30 pm to 8:45 pm. Earl Purdy will follow up with a Memo on this meeting.

WEC:jh
cc: To All Participants
Art Brummitt
Don Shaffer

Salem, Oregon
June 7, 1977

W. E. Cole
Design Engineering Supervisor

Alfred Shirley, Jr.
Region 3 Engineer

Attn: J. J. Gix
Region 3 Construction Engineer

Grants Pass-New Hope Rd.
Jacksonville Highway
Josephine County

Grandview Dr.-Wimer St. (Ashland)
FAU 3920 (City Streets)
Jackson County

A plan-in-hand review will be held on the subject projects in Medford at Resident Engineer Earl Purdy's office on Wednesday, June 15, 1977, at 8:00 a.m. Please notify me by June 10, 1977, if you plan to attend.

After these projects were received from Location the following revisions or additions were made in the original design concept. Please review these when you receive your preliminary set of project plans.

GRANDVIEW DR.-WIMER ST.

The retaining wall (Sta. 95+32 to Sta. 97+48 Rt.) was re-designed because the existing wall that is to be left in place has no footing and is stabilized only by deadmen. The cost of the wall increased $25,250.00.

Special (CG-1 Modified) inlets were introduced on this project as recommended by our Hydraulics Section. Also special grates were used because of the steep grades encountered. This new grate has been demonstrated to be 70% more efficient than our standard special grate.

GRANTS PASS-NEW HOPE ROAD

The proposed irrigation system was re-designed and approved by the Grants Pass Irrigation District.

A cost analysis indicated that P.C. walks cost less than the proposed asphalt concrete walks. These were approved by Don Shaffer for the bikeway providing that expansion joints be deleted in the general specifications.

A cost comparison of Type "A" and Type "C" curbs with storm drains was made and it was found that the use of Type "A" curbs was more economical.

The retaining wall (Sta. 17+33 to Sta. 18+62 Rt.) was moved from the curb line to back of the walk.

Numerous driveways were revised as per Right-of-Way obligations.

WEC:az
cc: Tom Lowe, F.H.W.A.
C. T. Keasey
Gary Potter
Art Brummitt
Fred Yarbrough

1 Versteeg
Olson
2 Sorensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 0 7 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8688

2

May 9, 1977

Mr. and Mrs. Wayne West
245 Union Avenue
Grants Pass, Oregon 97526

Dear Mr. and Mrs. West:

Re: File No. 41822
Grants Pass-New Hope Road Section

I have thoroughly reviewed the problems which you brought to my attention.

The Right of Way Section does not believe the figures which you feel are justified are within the range of market value. Our appraisal techniques in this case did err in the failure to note the contiguous property owned by you. We are sorry these misunderstandings occurred.

If you wish to proceed with your own appraisal done to our standards, it will be reviewed, as were the appraisals utilized by our Right of Way staff. We would give full credit to any facts disclosed by this appraisal not taken into consideration in our own. If these facts disclosed an error on our part, we would readjust the values which we have offered you. However, in the interest of settling this problem, our negotiator has been instructed to contact you to determine if a settlement can be made.

Very truly yours,

F. B. Klaboe
Chief of Operations

cc: The Honorable E. D. Potts
The Honorable Cecil Johnson

bc: H. S. Coulter
J. B. Boyd
R. L. Schroeder
Virgil Wilson

JBB:jc srb

FORM 81-734-3060

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

May 6, 1977

JBBoyd

FROM: J. B. Boyd
Right of Way Engineer

TO: F. B. Klaboe
Chief of Operations

SUBJECT: Complaint Letter
Mr. and Mrs. Wayne West
File No. 41822
Grants Pass-New Hope Rd. Sec.
Jacksonville Highway
Josephine County

We have reinvestigated the problems in the acquisition of the West file and the complaints that they tendered to you in their letter of March 13. I believe at the time this letter was discussed with you that we could reasonably resolve our differences.

The Regional R/W Supervisor, Mr. Virgil Wilson, has contacted the Wests directly and explained the problems and procedures which we followed. Mr. West is demanding now $6,700 for the taking of 3/10 of an acre in fee and three easement parcels. This is about $2,700 in excess of our review.

I agree with the Regional Supervisor that this amount cannot be justified and is excessive. I am recommending that we proceed into condemnation fully knowledgeable that the Right of Way Section did err in this case and probably did not use good judgment in reducing the figure as was done.

With the wide diversion in values, I am recommending to you that we proceed in condemnation and allow the Court to determine the true value of our acquisition.

A rough draft reply is attached.

JBB:jc

Attachment

RECEIVED
DOT OPERATIONS

MAY 6 '77

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. & Mrs. Wayne West
245 Union Avenue
Grants Pass, OR 97526

RECEIVED
DOT OPERATIONS
APR 15 77
REFER TO
J B Boyd
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

March 13, 1977

Mr. F. B. Klaboe
129 Transportation Building
Salem, OR 97310

Dear Sir:

We are writing this letter to enlighten you on the methods used to acquire our property for the widening of the Williams - Jacksonville Highway.

On March 9, 1976 we were approached by Mr. Stan Williams, a State Highway (acquisition) agent. He explained how much land they would need and gave us a written offer for same, plus $100.00 to rebuild a fence. We asked for seven days to consider this offer.

The land involved is an unimproved .13 acre commercially zoned lot. It is within the Grants Pass City limits and borders a proposed shopping center. The 1975-1976 Josephine County tax appraisal was $7,350.00. The offer made by Mr. Williams was for $4,500.00 for 0.05 acre of highway right of way and for damages to the remaining lot; or $7000.00 for the entire lot.

The true value at that time was higher due to rapid property inflation in this area. However, we realized the need for the highway to be widened and agreed to sell part of the lot, realizing that it would cut the lot size down so it could never be developed and would only be a driveway.

On March 17, 1976 Mr. Williams came by and we signed the papers. He assured us we would have our money within several months. He had also told us that it was okay to sign the property release so that the contractor could begin work installing the conduit for Northwest Bell. Mr. Williams at this time asked if we would consider selling some adjoining land for the right of way of a 30 inch drain tile. We agreed that we would consider it.

We talked with the city building inspector and were advised that there would be problems if we were to try and develop our land with the drain tile going through the center.

We were informed this was why the shopping center developers had rejected the original Highway department plan of putting the drain on their land.

We decided that we would go along with the drain if it were installed along our East property line. It would include .13 acre of land and we would be sacrificing several large trees, some fences and the loss of a strip of land we were reserving for future underground utilities in the development of our properties. We notified the State Highway people of this decision and they surveyed this land.

Somewhere during this time the contractor for Northwest Bell removed our fence and installed their conduit and left.

On June 16, 1976 we called the State Highway office in Roseburg to inquire if the property transaction we had signed would be completed within 1976. (We needed this information for tax purposes). We were assured that it would.

On September 17, 1976 we received an offer of $3,950.00 presented by Mr. Williams. The Highway department had voided the first offer which we had signed and combined the two parcels of land on one contract, AT A REDUCED FIGURE. We declined this offer feeling that there must have been a mistake.

On October 5, 1976 we were visited by Mr. Williams and told that the above offer of $3,950.00 and $100.00 for the fence , was for real. We declined this offer giving just reason and cause and told Mr. Williams we felt that $6,700.00 was a fair price, at this time, for the combined parcels.

After a long period of time without hearing from the State Highway Department, we received a registered letter March 8, 1977, followed by a visit from Mr. Williams. The offer for all land and damages was $4050.00. This was interpreted to be the final offer before condemnation.

As taxpayers we feel this matter could have been handled in a more effieient manner.

Respectfully yours,

Wayne West
Mrs. Wayne (Anne) West

cc Sen. E. D. "Debbs" Potts
cc Rep. Cecil L. Johnson

8688

9

May 2, 1977

Board of County Commissioners
Josephine County
Courthouse
Grants Pass, OR 97526

Attention: Maxine Foster
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6051

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Grants Pass-New Hope Road Section of the Jacksonville Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhn

Att.

cc Don Harwell (agree. att.)

8688

ROBERT W. STRAUB
Governor

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

CON 5

January 19, 1977

Mr. Henry O. Pete, President
Rogue Community College
3345 Redwood Highway
Grants Pass OR 97526

Dear Mr. Pete:

Your letter of January 12 to the State Highway Engineer has been referred to this office for a reply.

The proposed improvement between the City of Grants Pass and the New Hope Road intersection on the Jacksonville Highway is in the state's six-year highway improvement program for construction in fiscal year 1977 and at this point in time, we do believe that we have the funds for that project.

The design of that project includes a traffic signal at the intersection of Harbeck Road and the Jacksonville Highway. We believe that the proposed project will improve the safety of that intersection.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

bc H. S. Coulter ✓
E. S. Hunter
R. L. Schroeder
L. E. George

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 21 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

January 17, 1977

Mr. Henry O. Pete, President
Rogue Community College
3345 Redwood Highway
Grants Pass, OR 97526

Dear Mr. Pete:

This will acknowledge your recent letter concerning a traffic accident at the Williams Highway-Harback Road intersection near Grants Pass.

Your letter and news clipping are being referred to our Regional Engineer in Roseburg, Mr. Alfred Shirley. He or his representative will make an investigation of the traffic situation and contact you as soon as their schedule will permit. If you have any further information or wish to contact Mr. Shirley personally, he may be reached at Post Office Box 1128, Roseburg, 97470; telephone 672-6658.

Thank you for your letter and concern for highway safety.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

bc H. S. Coulter
E. S. Hunter
L. E. George
Alfred Shirley - Please handle as indicated.

ab

Rogue Community College

3345 Redwood Highway Grants Pass, Oregon 97526 (503) 479-5541

Office of the President

January 12, 1977

State Highway Engineer
Salem, OR 97310

Dear Sir:

I am enclosing a newspaper account of a traffic accident which took place at Williams Highway and Harbeck Road near Grants Pass, Oregon in December, 1976. The reason I am enclosing this is because it is a continuing remeinder that Williams and Harbeck has to be one of the most dangerous intersections I know of. Aside from my general concern for traffic hazards anywhere, I am especially concerned about this because I live beyond that intersection and must travel across it everyday.

I am quite sure that special attention is being given to this intersection as planning is being sone for the improved Williams Highway. In whatever way this could be of help, I wanted to call this to your attention.

Sincerely,

Henry O. Pete
President

lr
Enclosure

Shirley
[illegible]

RECEIVED
JAN 14 1977
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 14 '77
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

Several Accidents Reported

Local law enforcement officials investigated a number of weekend traffic accidents, none with serious injuries.

Cindy K. Toller, 18, of 2596 Walnut Ave., was cited for disobeying a traffic sign after the vehicle she was driving collided with another at Williams Highway and Harbeck Road.

The other driver was Joseph C. Herman, 55, of 147 Dawn Allen Drive, Josephine County sheriff's deputies reported. Toller was westbound on Harbeck Road Sunday but did not stop at the Williams Highway intersection, deputies said. She drove into the path of Herman, who was southbound on Williams Highway.

Icy conditions caused a vehicle driven by Jan H. Peterson, 36, of Brookings, to slide across Redwood Highway near Lake Shore Drive.

Peterson slowed down when a vehicle in front of her signaled to make a turn from Redwood Highway onto Lake Shore Drive, deputies said.

Peterson's vehicle skidded across both lanes of traffic in the Saturday morning accident, deputies said.

Edna B. Rottler, 69, of 733 Merlin Galice Road, Sunday was cited for failure to yield after a collision at Second and A streets.

Her vehicle collided with one driven by Dorothy L. Teague, 56, of 720 Kinnery St., police said.

No injuries were reported in that accident.

Gerald E. Travis, 22, of Auburn, Wash., was cited for improper lane usage Saturday after an accident at Cooper and E streets, police said.

Travis' vehicle collided with one driven by Edgar Carlton, 58, of 1311 Galice Creek Road, Merlin.

No injuries were reported.

Sherry Ray, 34, of 130 Carolwood Drive, received injuries after her car skidded Saturday night at Jerome Prairie and Stringer Gap roads.

Ray's vehicle landed in the ditch, deputies said.

Ray complained of [illegible] injuries, but was not [illegible] the emergency room of local hospitals.

8688

9

OREGON STATE
HIGHWAY DIVISION

CON 5

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 20, 1976

Mr. James Bowles
B & S Body Shop
2473 Williams Hwy.
Grants Pass OR 97526

Dear Mr. Bowles:

Your letter requesting information on the Grants Pass-New Hope Road Section of the Jacksonville Highway has been referred to me for reply. The contract for that project is currently on the schedule for May 26, 1977.

The owner of the building should be contacted by our Right of Way Agents in the event that the building is to be removed. I would suggest you contact our Resident Engineer in Grants Pass, Mr. Ron Busey, 240 N. E. Agness, Grants Pass, telephone 479-4247, who can get you more details on the construction plans.

We trust this information will be adequate for you to make a decision on your future plans.

Very truly yours,

ORIGINAL SIGNED BY JAMES J. GIX

JAMES J. GIX
Regional Maintenance Engineer

NOTED
H.S. COULTER

jjg/cw

cc H. S. Coulter
Ron Busey
Virgil Wilson

RECEIVED
STATE HWY ENGR
OCT 25 '76
REFER TO
FOR

Info	Invst	R/D	D/R	Sign	Act	File

[illegible]

Division of Highways
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 19 '76
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

Gentlemen.

I'm writing to you regarding a building that I am leasing on Williams Highway in Grants Pass and operating a body Shop in this building. When the highway is widened I have been informed that the building will be taken down. As I had planned to remodel said building would you please inform me as to when the road is to be widened.

Business Address
B & S Body Shop
2473 Wms. Hwy
G.P. Oregon.
97526

Thank You
James Bowles
665 So Espey Rd.
Home Address

8688

N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 40521

Grants Pass,
August 26, 1976

FROM: Ronald V. Busey.
Resident Engineer

Ronald V. Busey

SUBJECT: Williams Property
File No. 40521

TO: Virgil Wilson,
Region 3 Right-of-way Supervisor

Pursuant to John Oakes' letter of August 10, 1976, I have had careful measurements made in the field of Mr. William's garage and driveway. I have plotted the existing culture and roadways and the proposed new construction on the attached map with 1 inch equals ten feet scale.

This shows about 1½ feet of the garage is within the proposed taking. The present driveway is in a hazardous location and to try to maintain his present access in light of the new construction is out of the question. In my opinion there are only two alternatives:

1. Buy Mr. William's property and not allow any access on this corner.

2. Grant access at station H 8+72 and either move the present garage or construct a new garage back near the pump house on Mr. William's property.

In alternative two a car using this access would be able to see traffic on the Jacksonville Highway for two hundred feet or so. This is pretty close, but might be acceptable.

NOTED
W. E. COLE

1 Versteeg ✓
Olson
2 Christensen Dac
Scott
Swenson
Savage
Trout

RECEIVED
AUG 30 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

cc: J. H. Versteeg

Plans Retained in Design
Room. W.E.C. 9/24/76

DEPARTMENT OF JUSTICE

Memorandum

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: June 8, 1976

NOTED
H. S. COULTER

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Grants Pass - New Hope Section
Costs to State for Telephone Relocation in the Event Job does not go as Scheduled in 1977

On Monday June 7, 1976, Jack Cartwright and myself met with four representatives of Pacific Northwest Bell and discussed the problems involved if the subject project is set over until 1979 instead of going in the late spring of 1977 as per the present schedule.

The phone company has already put the project out to bids and the cost of the total project is $437,000. They estimate that if they go ahead and complete the project now, they will have annual charges that they will be faced with which include depreciation, property taxes, maintenance costs and federal income taxes of approximately $90,000 per year or $180,000 for the two year delay.

They presently have existing four aerial lines and one buried cable. The existing lines carry 1,300 pair and the capacity will be increased to 1,600 pair. This relates to cross-section area of the cables. The proposed conduit that they will put in is a concrete conduit that will hold 9 ducts and 2 subsidiary ducts on top of it. They will only have cables put in 2 of the ducts at the present time and the other ducts are for future expansion.

The other alternative is to install the conduit only on the present contract and this cost would be $250,000 and they would have annual charges of $45,000 a year or $90,000 for a two year period if just that portion of the job was completed. In the same context they will be laying cables for local take offs on top of the conduit in the same trench at a cost of $25,000 with annual charges of $5,000 for a total of $10,000 for the two years making annual charges to them for the two year period of $100,000.

If the phone company were to stop today and not complete the contract they would have the following costs. They have incurred through the month of April internal charges of $26,000. They estimate that they should be able to recover $14,300 of those in engineering charges that can be used when the job is built. They have on hand 93,000 feet of 4 inch conduit and 23,000 feet of 3½ inch conduit which they feel they can use on other projects and for which there would be no cost, however, they have incurred a cost of $4,600 in having the conduit shipped to specific location and feel that this should be paid back. They have been able to stop the orders on several cables they were ordering, but one cable is already on hand and if sold back to Wertern Electric they would lose $5,600. The contractor to date has incurred direct costs of approximately $2,100 for which they would have to reimburse him and has claimed that his overhead cost for the 2 month duration of the project for which he has hired crews and everything would be $13,000. Taking into consideration all of these figures,

Sollis 6-8-76
I will reschedule this job for July 1, 1977 or soon thereafter. Have the telephone company proceed.
ESH

cc Chiosby Verstaeg
Rulien Coulter
Shirley

and assuming that they are not able to recover any of the engineering costs plus some other miscellaneous costs they felt might be involved the total cost to the Highway Division in the event the project is stopped would be $60,000. I would, however, consider that the actual cost would probably be somewhere in the neighborhood of $45,000 that we would have to pay to the telephone company.

They need 10 months advance notice in order to complete the project as it takes about 2 months to do the actual construction work of the conduit and approximately 7½ months to put in the cable and splice it and have it in working order to the point where they can remove the telephone pole.

The contractor was to start work on Monday June 7 and they have asked him to hold off until such time as a decision can be made which way the Highway Division wishes them to go.

I have told them that we would have an answer to them within 3 to 5 days either to stop the project, to go ahead with the project or to go ahead with the project on a limited bases. There are many ramifications that have to be considered and I will be in your office at 9:30 to discuss them and Jack Cartwright will be there also.

JLS:sjb

cc: Jack Cartwright

RECEIVED
STATE HWY ENGR
JUN 8 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8688

8

FORM 2-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

NOTED
E. S. HUNTE

DATE June 2, 1976

TO MEMO TO FILE

JBBoyd

FROM J. B. Boyd
Right Of Way Engineer

RECEIVED
STATE HWY ENGR
JUN 2 '76
REFER TO

FOR

Info	Inves	R/O	D/R	Sign	Act	File

SUBJECT Combs, Contract Purchaser
Lesher Fee Owner
File 41819
Grants Pass-New Hope Rd. Sec.
Jacksonville Highway

We have discussed with Pacific Northwest Bell the problem of aborting the contract which they had anticipated starting next Monday. This relates to the difficulty of getting possession of the properties for the Utility relocation on this project. The real problem is in the area of File 41819. The contract purchaser, Mr. Combs, has obviously bought Blue Sky in excess of the market value of the property.

We have determined that the Utilities do not need this property. Their project starts south of this property. I instructed Virgil Wilson to discuss the matter with Mr. Combs; to advise him we would withhold filing the document on his property until such time as the contract had been firmed up and we were in need of actual possession of his property. I believe it is necessary that we proceed with the rest of the acquisitions as the telephone company has much conduit and cable on hand. They have let a contract to a utility subcontractor for the relocation of their conduits and has paid considerable monies for design to an outside engineering firm.

SUMMARY:

We will withhold action on this particular file. We will continue to acquire the remaining right-of-way, relocate the utilities and be prepared to construct and widen the highway when and if money becomes available.

JBB:ha
Att.
cc E. S. Hunter
Virgil Wilson
Hal Versteeg
Jack Sollis

Alfred Shirley
Jim Chidsey
Walt Barrie

FORM E-30

[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 1, 1976

TO Virgil Wilson
Region Right of Way Supervisor

JB Boyd

FROM J. B. Boyd
Right of Way Engineer

SUBJECT File No. 41819 - Combs
Grants Pass-New Hope Road Section

Mr. Richard Combs, L & M Automotive - 476-7271, phoned this morning regarding the acquisition of his property. Apparently, Mr. Combs has paid in excess of what the market value of the property is appraised. His contention was, this morning, that our program was uncertain and as indicated in the tentative preliminary six-year program to be done in Federal year 1979. He wishes to be left alone. I explained to him the process that we were ordered to proceed with the acquisition of this property but I would review the acquisition program and determine if there was some justification to delay the actions in court. In discussing this matter with Mr. Combs, he indicated that he had forced utility people etc., off of his property and had taken to carrying a gun in his car. I indicated that this was a highly dangerous thing and would not accomplish anything, and would just lead to other complications. I am advising you, on this date, of what I have discussed with Mr. Combs.

It appears that the hearings on the six-year program may advance this project to an earlier date. If it remains in the 1979 schedule, it would be highly undesirable to continue our filings and our actions in law for these properties. Much better to delay the filings until a time is firmly set.

The problem with utilities must be solved. Because as I understand it, the right-of-way is required for utility adjustments.

Please discuss this at length with Bud Shirley and with the Federal-Aid Engineer in Region III to determine if it is wise to continue with the legal actions required on this project. Further discussion with you at 2:30 P.M. indicated it is wise to hold off on any filings until Commission approval of the six-year program.

JBB:jc

cc: E. S. Hunter
R. L. Schroeder ✓
Walt Barrie
Jack Sollis
A. Shirley

RECEIVED
JUN 2 1976
Office of
Assistant State Highway Engineer

8688 272

Salem, Oregon
May 19, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49169 - 7th Day Adventists
Grants Pass - New Hope Road Section
Jacksonville Highway
Josephine County

Attached is a description, an authorization and R/W prints covering an easement for a storm sewer on the subject section.

The drainage proposal was moved from the BJS property (File 41828) to cross the West (File 41822) and the Seventh Day Adventist properties, as requested by Region 3.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

RECEIVED
MAY 19 1976
ROAD
DESIGN
SECTION

_____ Versteeg _____
_____ Olson _____
_____ Christensen _____
_____ Scott _____
_____ Swenson _____
_____ Savage _____
_____ Trout _____
_____

Requires Reply ☐
Requires Approval ☐
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Bring Up ___/___/___
Other _____
_____

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE March 23, 1976

TO Virgil Wilson
Regional R/W Supervisor

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 41822 - West
Grants Pass - New Hope Rd. Sec.
Jacksonville Highway
Josephine County

I am returning the final report and option on the above file.

This file will be revised as soon as field notes for an extension of the drainage through the owner's remaining property is received in Mr. Scott's office.

JRO:ha
Att.
cc Floyd Scott

Versteeg
Olson
Christensen
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 23 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

E-419—(Rev. 7-71)

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

To John Oakes

File No.

From Virgil Wilson

Date 3-10-76

Subject Drainage Easements

Attached is a sketch map of alternate #2 and deeds of the properties involved for a drainage easement. On the sketch map I have indicated in red a slight change of alternate #2 due to a building in the vicinity of the original alignment. Buseyalso agrees that the easement should be along the red line. Please have ~~have~~ the proper easement drawn up.

RIGHT OF WAY SECTION
RECEIVED
MAR 11 1976

☐	☐	☐	☐	☐	☐
[illegible]	[illegible]	[illegible]	FS	CA	RS
☐	☐	☐	☐	☐	☐
[illegible]	AS	C.	CS	TA	FAO
☐	☐	☐	☐	☐	☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Grants Pass.
February 25, 1976

FILE: 117-1901

FROM: Ronald V. Busey
Resident Engineer
Ronald V. Busey

SUBJECT: Grants Pass - New Hope Road
Ditch Easement
Jones Property (41828)

TO: Alfred Shirley
Region 3 Engineer

Pursuant to a conversation on February 12, 1976 with Gary Kennen, I have roughed a couple of alternatives and their costs to enclose the outlet to our storm drain system. This outlet is at station twenty and empties into an old irrigation ditch.

To enclose the ditch in a pipe and stay on the old ditch line would cost about $13,500.00. I used the latest average bid prices for 1975. This carries the outlet all the way to the irrigation canal. Mr. Jones tells me that they are considering moving the canal approximately as I have shown between points A and B on Alternate No. 1. This might complicate matters further. I increased the pipe size at manhole No. 2 to allow for future introduction of more water into the system.

In alternate No. 2 I propose we investigate the possibility of running the outlet of our storm system directly to the canal via the shortest route. There do not appear to be any buildings in the way.

This would eliminate about ninety feet of pipe and eliminate the need for the two manholes. Also, it would get away from the proposed canal shift. I estimate the cost for construction of this route at about $8,100.00. We could leave the irrigation ditch alone and not disturb it beyond our right-of-way.

None of these estimates include the costs of the necessary easements.

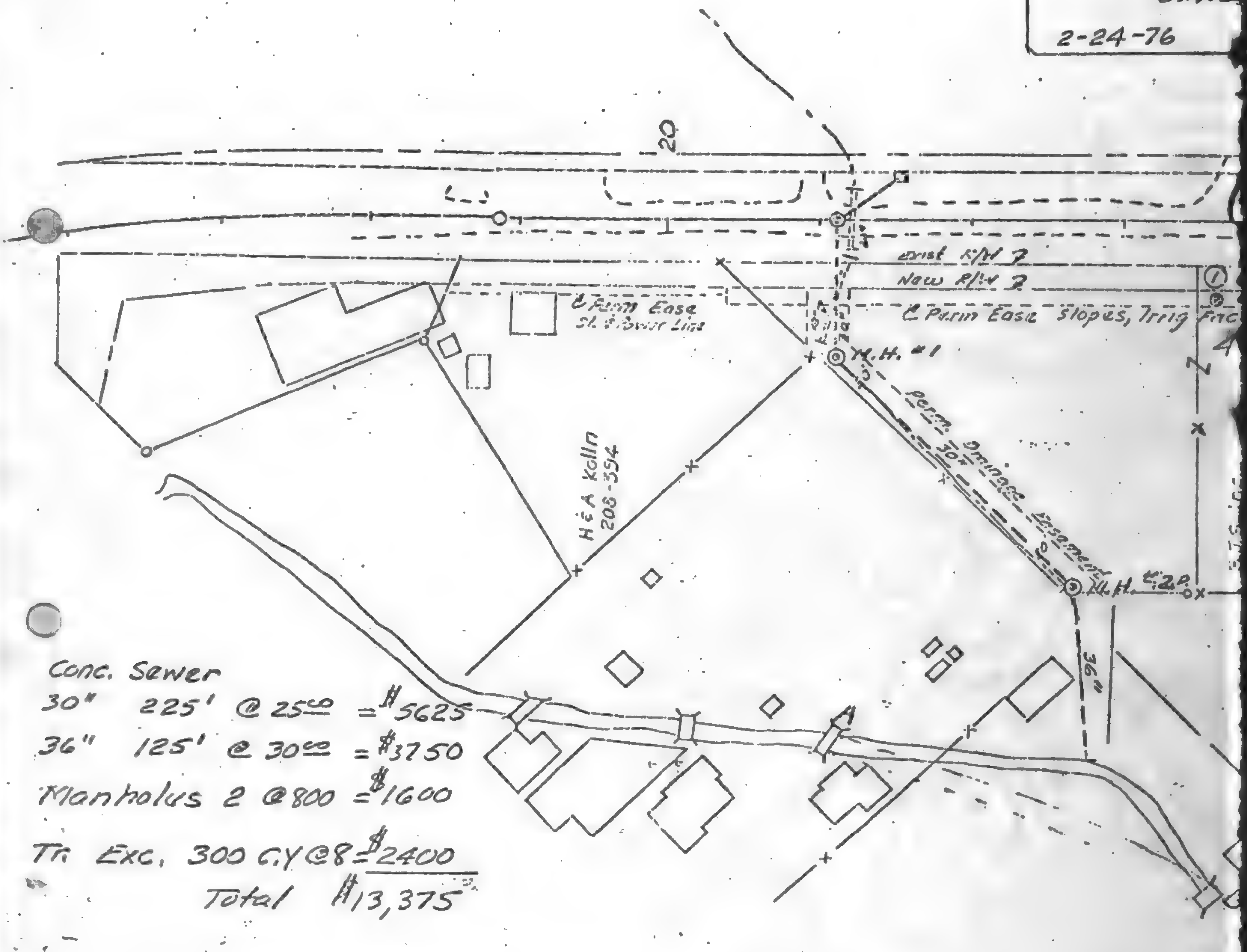
CC: Gary Kennen
file

VIRGIL - BUD ASKS THAT WE PERSUE ALTERNATE #2

RECEIVED
MAR 8 1976
ROSEBURG R/W

ON JONES PROPERTY #1

GRANTS
HOPE RO
STORM SE
TO INCLO
SEWE
2-24-76



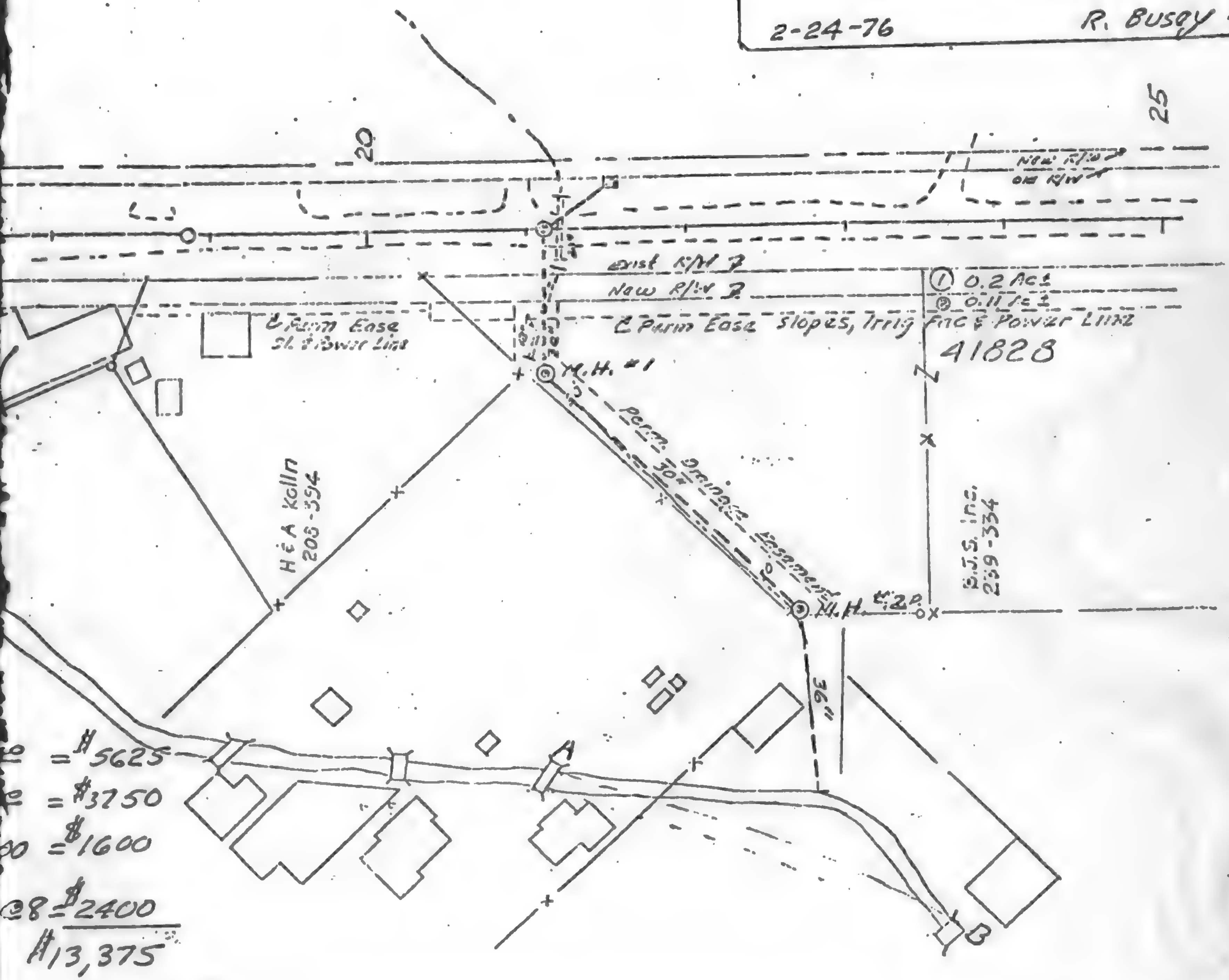
Conc. Sewer
30" 225' @ 25^{00} = $5625
36" 125' @ 30^{00} = $3750
Manholes 2 @ 800 = $1600
Tr. Exc. 300 C.Y @ 8 = $2400
Total $13,375

ON JONES PROPERTY #1

GRANTS PASS - NEW HOPE ROAD SECTION

STORM SEWER ESTIMATE TO INCLOSE DITCH IN SEWER PIPE

2-24-76 R. Busgy

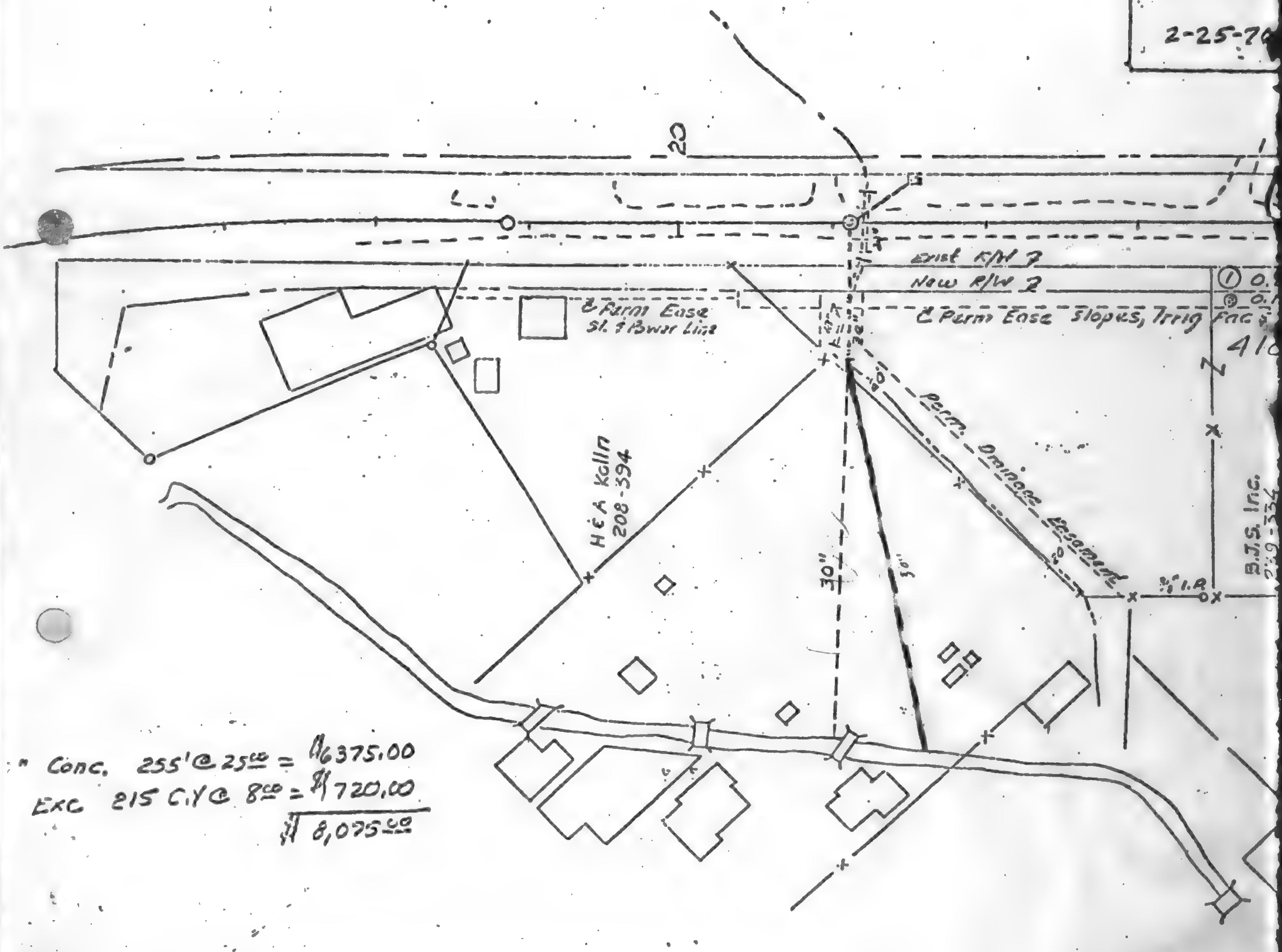


e = $5625
e = $3750
0 = $1600
@8 = $2400
$13,375

#2

GRANT
HOPE
STOR
ESTIMAT
ROUTE

2-25-70

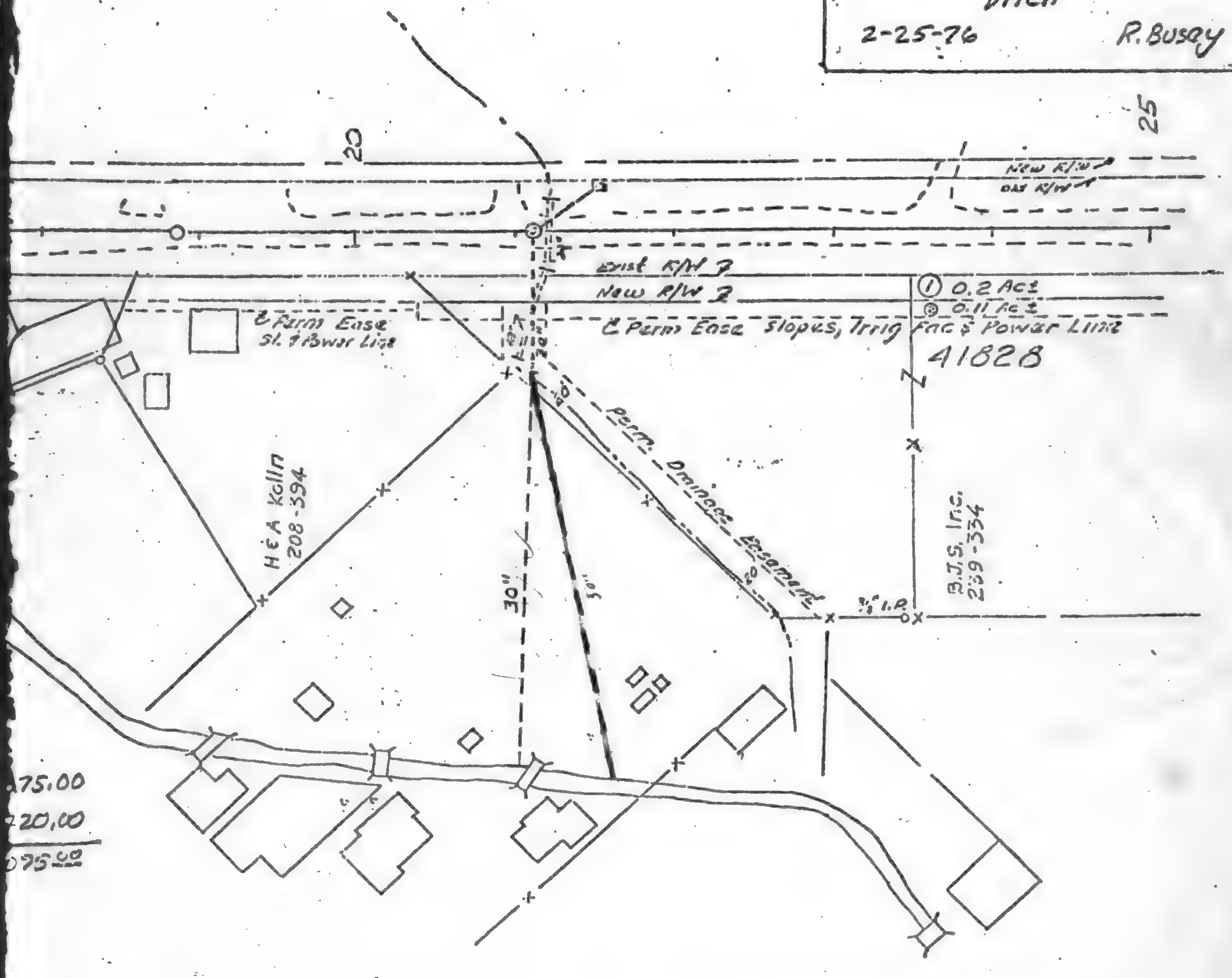


" Conc. 255'@ 25$^{\underline{00}}$ = $6375.00
Exc 215 C.Y @ 8$^{\underline{00}}$ = $ 720.00
$ 8,075$^{\underline{00}}$

#2

GRANTS PASS - NEW HOPE ROAD SECTION
STORM SEWER
ESTIMATE - ALTERNATE ROUTE FOR INCLOSED DITCH

2-25-76
R. Busay



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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 7, 1976

SUBJECT:

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: Duane Christensen
Final Design Engineer

Ron Busey, Virgil Wilson and I discussed the storm drain outfall problem at Station 21+12 on the Grants Pass-New Hope Road Section. As a result of that discussion, Right of Way Agent Stan Williams discussed the various proposals with the two affected property owners and, in view of the fact that any dealing with Mr. Jones would undoubtedly end up in a condemnation case, it is our recommendation that Alternate No. 3 be used.

as/cw

cc F. O. Scott
W. E. Cole
Virgil Wilson
Gary Kennen
Ron Busey

1 Versteeg ✓
Olson
2 Christensen Dox
Copy Scott
Swenson
Savage
Trout

RECEIVED
MAY 10 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

REFERRED TO

✓ Beard — Reed
Cole W.E.C. — Sample
Erikson — Watson
Hager — Wolfe

[✓ Return] [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

8688

272

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

REFERRED TO
___ Beard ___ ___ Reed ___
✓ Co[illegible] W.E.C. ___ Lample ___
___ Eriksen ___ ___ Watson ___
___ Hager ___ ___ Wolfe ___
[✓ Return] [✓ Discuss] Do File Copy Due ___
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Olson
3 Christensen
4 Scott
___ Swenson ___
___ Savage ___
___ Trout ___

RECEIVED
MAY 10 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To Versteeg
Bring Up ___
Other ___

DATE April 29, 1976

TO J. B. BOYD
Right of Way Engineer

FROM A. L. Riveness
A. L. RIVENESS
Condemnation Counsel

see attached letters

SUBJECT Constructing Road Approaches on
Grants Pass-New Hope Road Section
Jacksonville Highway

An old problem has risen its head on this line compounded by the request of the telephone company to have some of the right of way clear by June 1. The old problem is that matter of constructing road approaches on the owners' remaining land outside the right of way line. In option files a permit of entry is provided for, in condemnation no such provision exists unless a description for the particular area has been written.

On this project the review appraiser noted that construction permits might be necessary. Information confirms that on some files as much as 20 feet is needed. Other files will require nothing. At this point on the processing of condemnation files, however, to meet the telephone company's deadline means proceeding without adequately providing for the owners' approach road facility. To properly handle the matter would require the writing of a description to cover the area needed for the construction of the road approach. This means reappraising and renegotiating on this basis.

Prior directives have been issued on the old problem, however, nothing has been done on this particular project. I write this to you to point out the problem as it exists with the telephone company's deadline and to see if prior procedures need reviewing or merely reiteration.

John - review your 1970 letter before discussion with Versteeg
JB

RIGHT OF WAY SECTION
RECEIVED

ALR:jk
cc: Dick Smart
Frank Lowe

cc - Hal Versteeg - Please discuss when you have time
JB 5/7/76

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
January 21, 1970

SUBJECT: Construction for the benefit of the property owner on the property owner's property.

To: Mr. D. H. Moehring
Right of Way Engineer

RIGHT OF WAY
ADMINISTRATION

We continue to have difficulty in providing the necessary rights to adequately construct facilities on the grantor's remaining property for his benefit in the instances where condemnation is necessary. (In the few instances where no other right of way is necessary, this type of construction on the grantor's remaining property should be negotiated between the property owner and the Resident Engineer.)

Where we have to buy right of way, the optimum solution for this problem is for an area to be described for a construction permit in each instance when a file is recommended for condemnation but not when a file was optioned. However, if we have to revise each one of these files when it is recommended for condemnation, projects will be held up due to the fact that an addition to a description requires a new resolution at a regular Commission meeting.

There are two reasons why we usually do not receive descriptions of these parcels in our original project:

The project has not reached the stage of design where the necessity for this construction can be determined at the time the descriptions are written.

The description section has not added these parcels as they will be unnecessary in approximately 70% of the affected files. The time can be used to complete the descriptions of the project at an earlier date.

The Right of Way Section is faced with the fact that one file can hold up an entire project. We would not have to wait for a second resolution before filing condemnation proceedings.

If we are going to continue under a crash program, we could probably have a better chance of meeting a schedule date if all construction permit areas were described and if we could

RECEIVED
JAN 2
DESIGN
DIVISION

Olson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

get the descriptions at the earliest possible date. However, this would add to the work of the description section and we would not receive the descriptions of a project as early.

If you have any suggestions, we could meet with Mr. Barbee to see if there is a solution.

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc F. B. Klaboe
D. J. Barbee
F. O. Scott
G. E. Rohde
Frank Terpin
Frank Lowe

PLYF 272

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
April 21, 1976

Duane O. Christensen
Final Design Engineer

Grants Pass-New Hope Road
Storm Drain Outfall
(Rt. Sta. 21+12)

Alfred Shirley, Jr.
Region 3 Engineer

The map, profile and accompanying letter on the field work as requested on the storm sewer outfall has been received. After going over this and previous information received, a discussion was held in the Final Design Office. The costs for two more alternates were calculated in addition to the two sent in originally. Alternate #3 is for the plan sent in by Ron Busey and accompanied by his letter of April 7, 1976. An Alternate #4 was brought up as a possibility for keeping the cost to an absolute minimum. It would be the same as #1 except that the last run of pipe shown would not be installed but the water would be left to run in the existing open ditch. Further investigation would be required to determine if this possibility exists.

A tabulation of costs indicates Alt. #1 - $13,375; Alt. #2 - $8,095; Alt. #3 - $10,650 and Alt. #4 - $7,825.

In all of the cost estimates to date only construction costs have been used. It would seem to be appropriate that the costs of easements should be included with the alternates before making a final decision. If the installation across the Jones property was to be made through the existing drainage area and the Highway Division installed the pipe which was planned by Jones already, it may be possible that the cost of an easement from him may be less than easements from two properties not presently crossed.

We request that the Highway people concerned in this problem get together to discuss all of the alteratives, consider all costs and forward their recommendations to the Final Design Office.

RLD:fw

cc: Gary Kennen
R. V. Busey - w/attach.
Virgil Wilson
W. E. Cole
F. O. Scott

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 22 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

GRANTS PASS-NEW HOPE ROAD

Drainage Installation #3

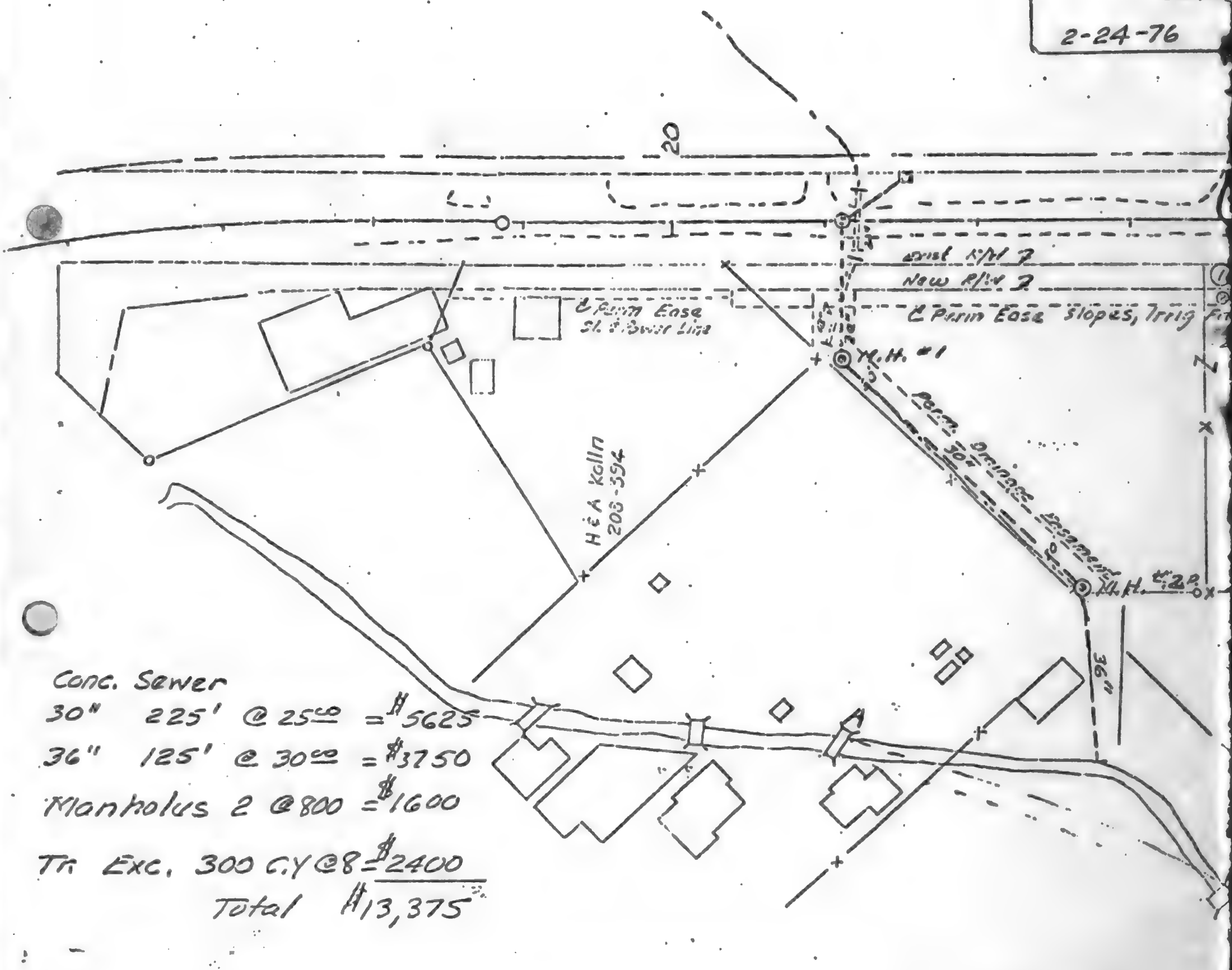
30" Conc. Sewer Pipe	330' @ $ 25.00	$ 8,250
1 Manhole	@ $800.00	800
Tr. Exc.	200 C.Y. @ $8.00	1,600
$\frac{3.5 \times 330 \times 3.6}{27} =$	Total	$10,650

Drainage Installation #4

30" Conc. Sewer Pipe	225' @ $25.00	$ 5,625
1 Manhole	@ $800.00	800
Trench Excavation	175 C.Y. @ $8.00	1,400
	Total	$ 7,825

ON JONES PROPERTY #1

GRANTS
HOPE R
STORM S
TO INCL
SEW
2-24-76



Conc. Sewer
30" 225' @ 25⁰⁰ = $5625
36" 125' @ 30⁰⁰ = $3750
Manholes 2 @ 800 = $1600
Tr. Exc. 300 C.Y @ 8 = $2400
Total $13,375

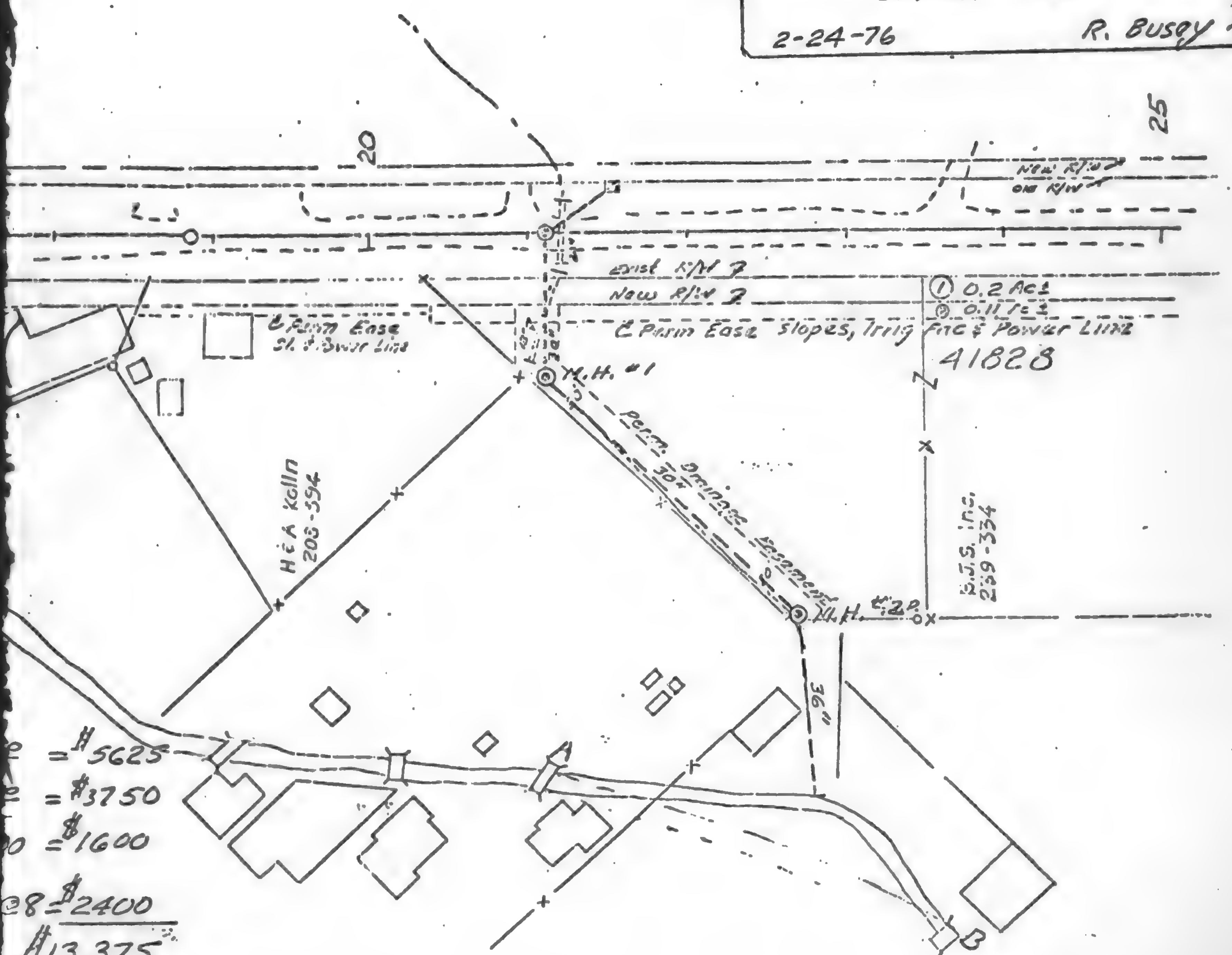
ON JONES PROPERTY

#1

GRANTS PASS - NEW
HOPE ROAD SECTION
STORM SEWER ESTIMATE
TO INCLOSE DITCH IN
SEWER PIPE

2-24-76

R. Busey

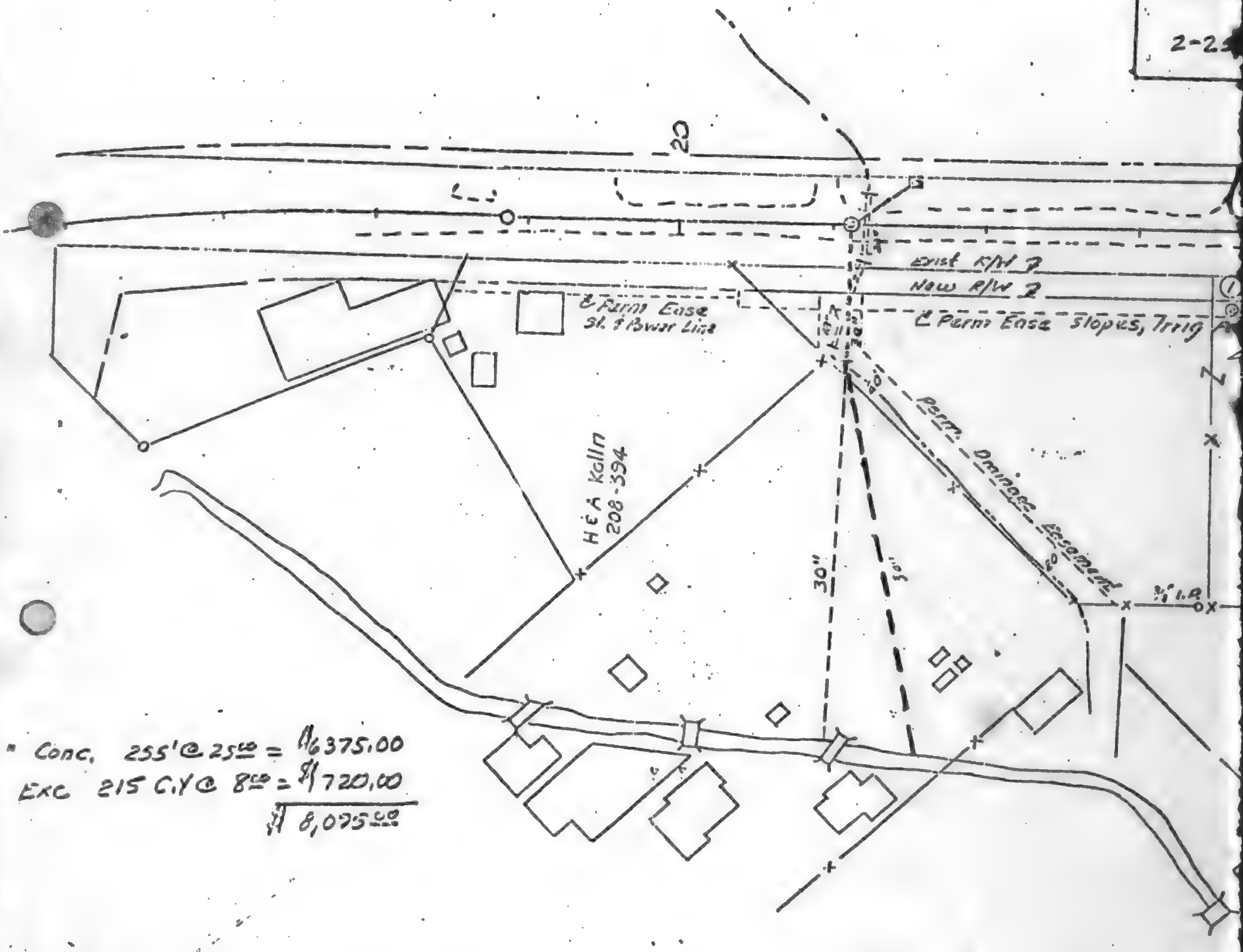


e =$5625
e =$3750
0 =$1600
@8=$2400
$13,375

#2

GRA
HOP
ST
ESTI
ROU

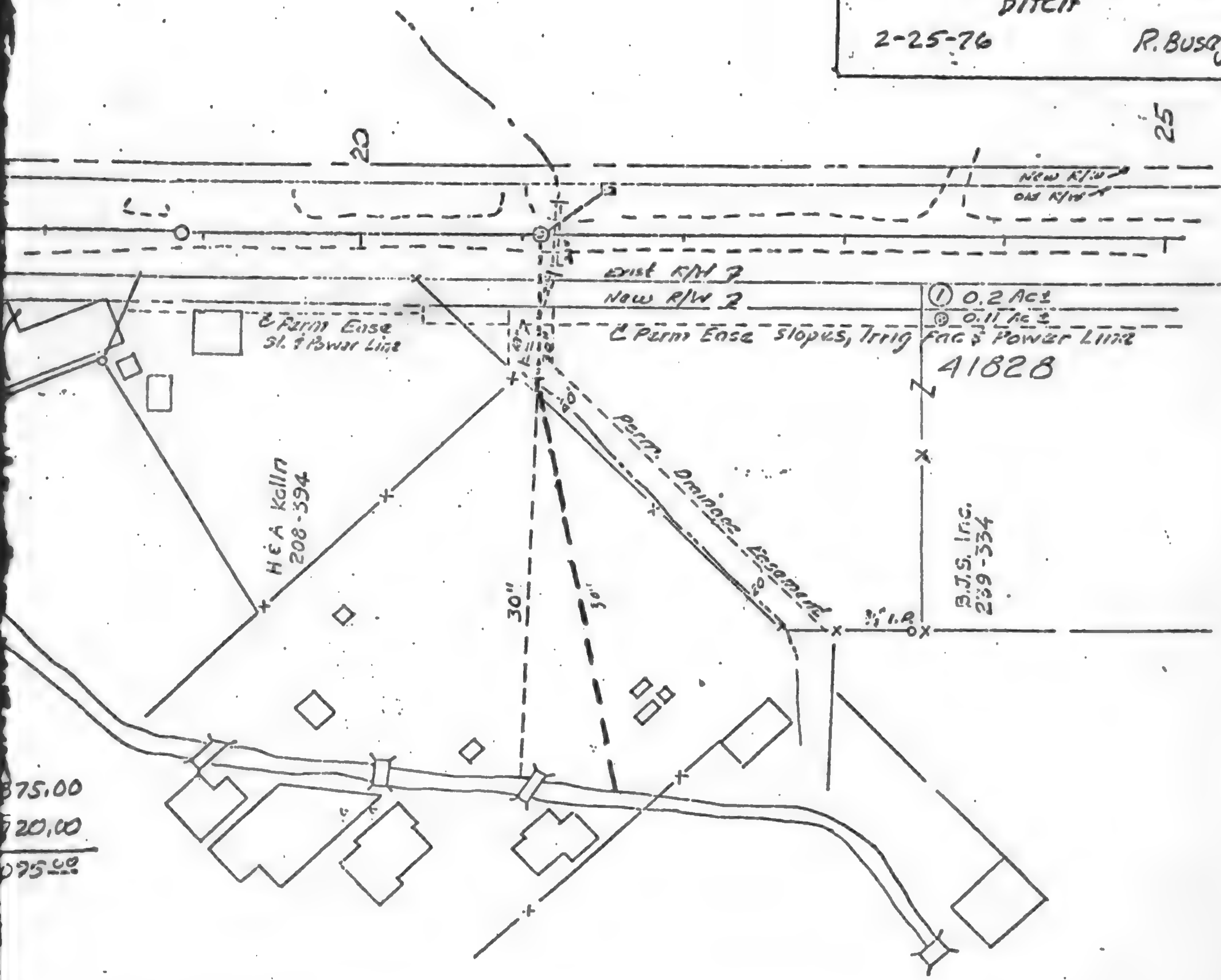
2-2

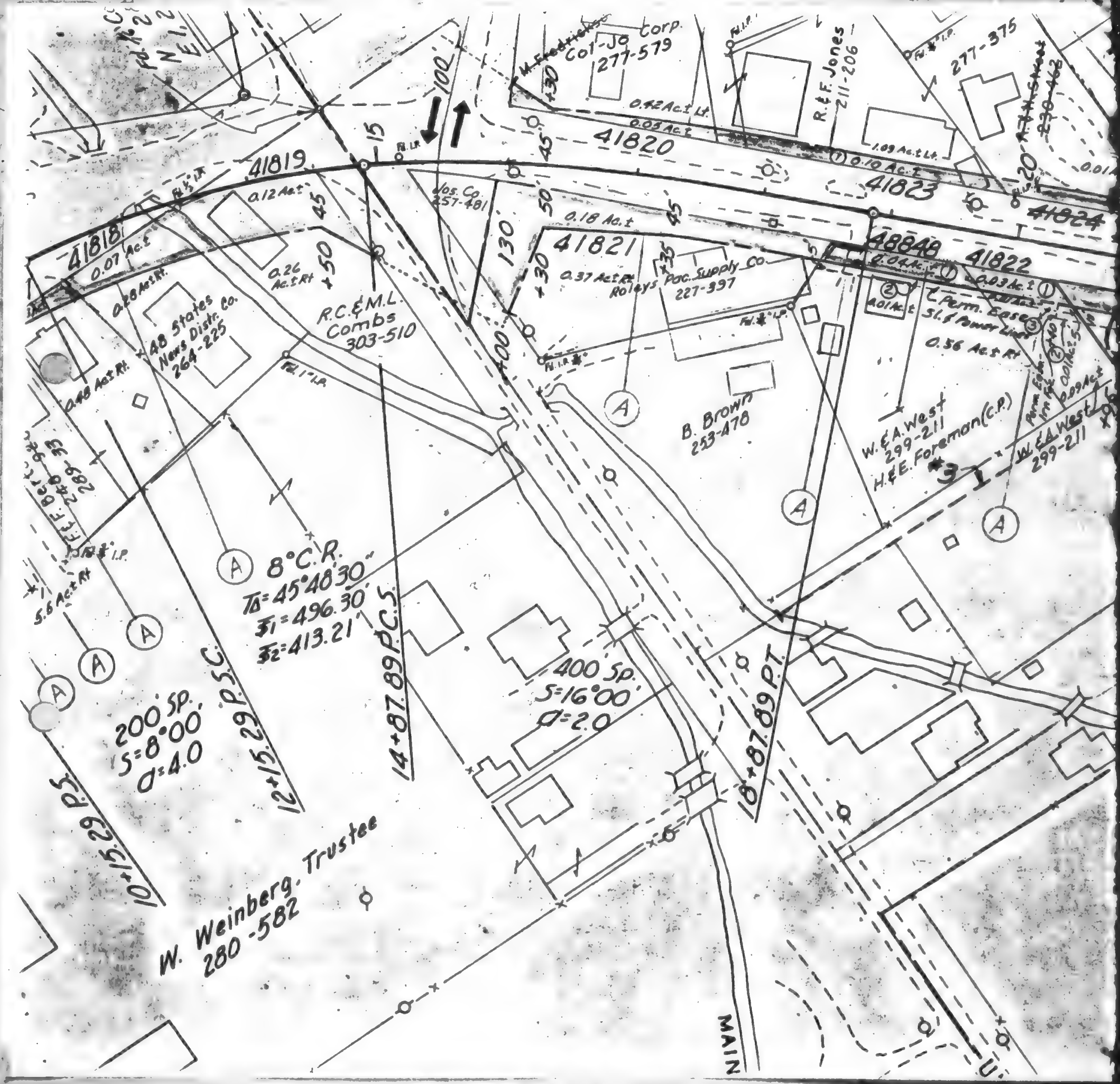


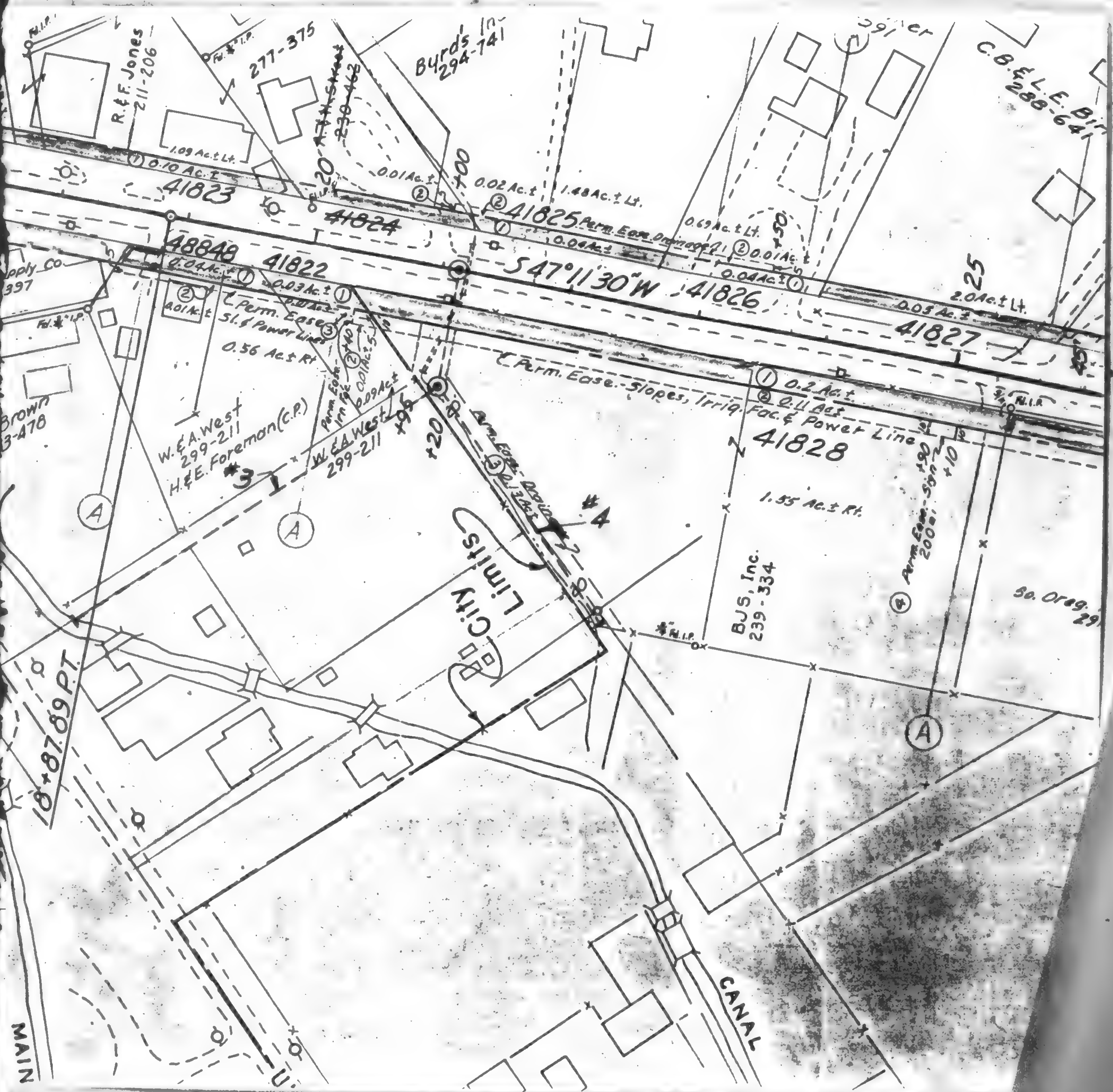
" Conc. 255' @ 25^{00} = $6375.00
Exc 215 C.Y @ 8^{00} = $720.00
$8,075^{00}

#2

GRANTS PASS - NEW HOPE ROAD SECTION
STORM SEWER
ESTIMATE - ALTERNATE ROUTE FOR INCLOSED DITCH
2-25-76 R. Busay




41818
41819
41820
41821
41822
41823
41824
48848
Col-Jo Corp.
277-579
R.&F. Jones
211-206
277-375
0.42 Ac.± Lt.
0.03 Ac.±
1.09 Ac.± Lt.
0.10 Ac.±
0.12 Ac.±
0.07 Ac.±
0.26 Ac.± Rt.
0.18 Ac.±
0.37 Ac.± Rt.
Roleys Poc. Supply Co.
227-397
0.04 Ac.±
0.03 Ac.±
0.01 Ac.±
0.56 Ac.± Rt.
Jos. Co.
257-481
R.C.&M.L. Combs
303-510
48 States News Distr. Co.
264-225
0.48 Ac.± Rt.
5.6 Ac.± Rt.
B. Brown
253-478
W.&A. West
299-211
H.&E. Foreman (C.P.)
W.&A. West
299-211
Perm. Ease. Sl.& Power Lines
#3
8°C.R.
TΔ=45°48'30"
T1=496.30'
T2=413.21'
14+87.89 P.C.S.
12+15.29 P.S.C.
10+15.29 P.S.
18+87.89 P.T.
200 Sp.
S=8°00'
d=4.0
400 Sp.
S=16°00'
d=2.0
W. Weinberg, Trustee
280-582
MAIN
100'
130
15
45
50
+50
+30
400
A


R.&F. Jones
211-206
277-375
Byrd's Inc.
294-141
C.B.&L.E. Bir
288-641
1.09 Ac.± Lt.
0.10 Ac.±
41823
41824
0.01 Ac.±
0.02 Ac.±
1.48 Ac.± Lt.
41825 Perm. Ease. Drainage
0.04 Ac.±
0.69 Ac.± Lt.
0.01 Ac.±
0.04 Ac.±
+50
+00
S 47°11'30" W
41826
25
2.0 Ac.± Lt.
0.05 Ac.±
41827
48848
41822
0.04 Ac.±
0.03 Ac.±
0.01 Ac.±
℄ Perm. Ease. Sl. & Power Line
0.56 Ac.± Rt.
0.09 Ac.±
℄ Perm. Ease.- Slopes, Irrig. Fac. & Power Line
0.2 Ac.±
0.11 Ac.±
41828
1.55 Ac.± Rt.
Brown
3-478
W. & A. West
299-211
H. & E. Foreman (C.P.)
W. & A. West
299-211
#3
#4
+20
+00
Perm. Ease. Drain.
A
A
A
City Limits
BJS, Inc.
239-334
Perm. Ease.- Slopes
So. Oreg.
10+87.89 P.T.
CANAL
MAIN
+90
+10
pply Co.
397

8688

272

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
January 27, 1976
Grants Pass, OR

FROM: Ron Busey
Ron Busey
Resident Engineer

SUBJECT: Grants Pass - New Hope Rd.
Section
Jacksonville Highway

TO: J. H. Versteeg
Road Design Engineer

At station 13+20, on the subject project, is a 6' x 4' R.C.B.C. which carries the canal for Grants Pass Irrigation District. The proposed plans call for an extension of this R.C.B.C. 59 feet to the right.

Mr. Hank Geiske, Sec. - Manager of the irrigation district, has requested that the wing walls and apron be left off the extension. There are plans to extend the R.C.B.C. across the adjoining property for some sort of development. He felt it would save them quite a bit of work if they did not have to chip of the wing walls to make their proposed extension.

They would like the re-bar left extending out of the barrel so they can hook right onto it. Mr. Geiske was wondering if some temporary measure, such as sandbags, could be used until they are ready to extend the R.C.B.C..

Mr. Geiske does not know at this time when the property owners plan to do this work.

REFERRED TO

Beard ____ Reed ____
W.E. [✓ Cole] ____ Sample ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

cc Alfred Shirley
Hank Geiske
file

1 Versteeg ✓
Olson
2 [illegible] T
Scott
Swenson
Anderson
Trout

RECEIVED
JAN 29 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return to ____
Bring up ____
Other ____

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout

RECEIVED
OCT 22 1975
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up /
Other

LOC 17
REFERRED TO

Beard Reed
[✓ Cole] Sample
Erikson Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Mr. A. W. Brugger
Engineering Manager
Pacific Northwest Bell Tele. Co.
134 W. 4th
Medford, OR 97501

October 21, 1975

Subject: Grants Pass-New Hope Road Sec.
Jacksonville Highway
Josephine County

Dear Mr. Brugger:

I appreciate your prompt reply to our letter dated September 18, regarding relocating your facilities for the above subject project.

Due partly to the problems encountered with utility moves, this project has been rescheduled for "October 1976 or later". This will hopefully give you the time required to make your adjustments.

The Highway Division is presently purchasing the westerly right of way and you will be informed when this is accomplished. The gradeline will follow existing roadbed grades and when preliminary plans are available, I will send you a set.

It would be unlikely that the Highway Division or our contractor would perform clearing or earthwork grading prior to contract letting. The telephone company should plan to accomplish this work themselves.

As soon as preliminary plans are available, I intend to hold a joint meeting with all utilities on this project. If you need any help prior to that time, I would be glad to meet with you.

Very truly yours,

GARY KENNEN
Regional Utility Engineer

GK/cw
bc Final Design w/attach ✓ Ron Busey w/attach.
Utility Unit "
Virgil Wilson "

Pacific Northwest Bell

421 S.W. Oak Street
Portland, Oregon 97204

October 15, 1975

Mr. Gary Kennen
Regional Utility Engineer
1523 S. E. Cobb Street
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Kennen:

Please refer to your letter of September 18, 1975 and File No. 9B-36-17 Grants Pass - New Hope Road Section, Jacksonville Highway, Josephine County.

The enclosed sketch map shows the Pacific Northwest Bell telephone facilities located within the proposed right-of-way on private property. Detailed grade information will be necessary to assess cost of relocation or abandonment of the buried plant in this location.

Due to the extensive widening contemplated, we expect that our pole line and associated aerial cables will need to be replaced with a main conduit structure and underground cable probably on the westerly side of the highway. This is a large undertaking and will cost our Company in excess of $300,000. Obviously a project of this size will take some time to complete.

Final grade information is essential before this project can be let for a formal bid for engineering design of our proposed main conduit. We would expect our conduit design contractor to complete construction drawings within about 60 days. An additional 60 days is required after final drawings are finished to allow for the construction of the conduit facility. We would expect that the conduit, manholes, etc. could be built within 60 days after the contract bid was accepted. The placing of the cable and splicing and associated regroup work and wrecking of the existing aerial plant will take approximately 150 days. If you can provide finalized detailed grade information for our contract design by the end of October the following time schedule could apply:

1. November 1 to end of December 1975 for construction drawings. (60 days)
2. January 1 to end of February 1976 for contract bid letting. (60 days)
3. March 1 to end of April 1976 for conduit construction (60 days) subject to the following:
    a. All right-of-way is secured by the State.
    b. Right-of-way is cleared of all obstructions and where excessive grade cuts are required, we would expect these areas be brought to a reasonable grade for our conduit construction.

4. May 1 to end of September 1976 for placing, splicing, regrouping, and wrecking of the cable plant. (150 days)

Please note that the starting dates are for illustrative purposes and represent time intervals needed to satisfy various phases of our work schedule, regardless of the actual start and complete date of the total project.

At your earliest convenience, we should discuss this project in further detail.

Yours truly,

AW Brugger

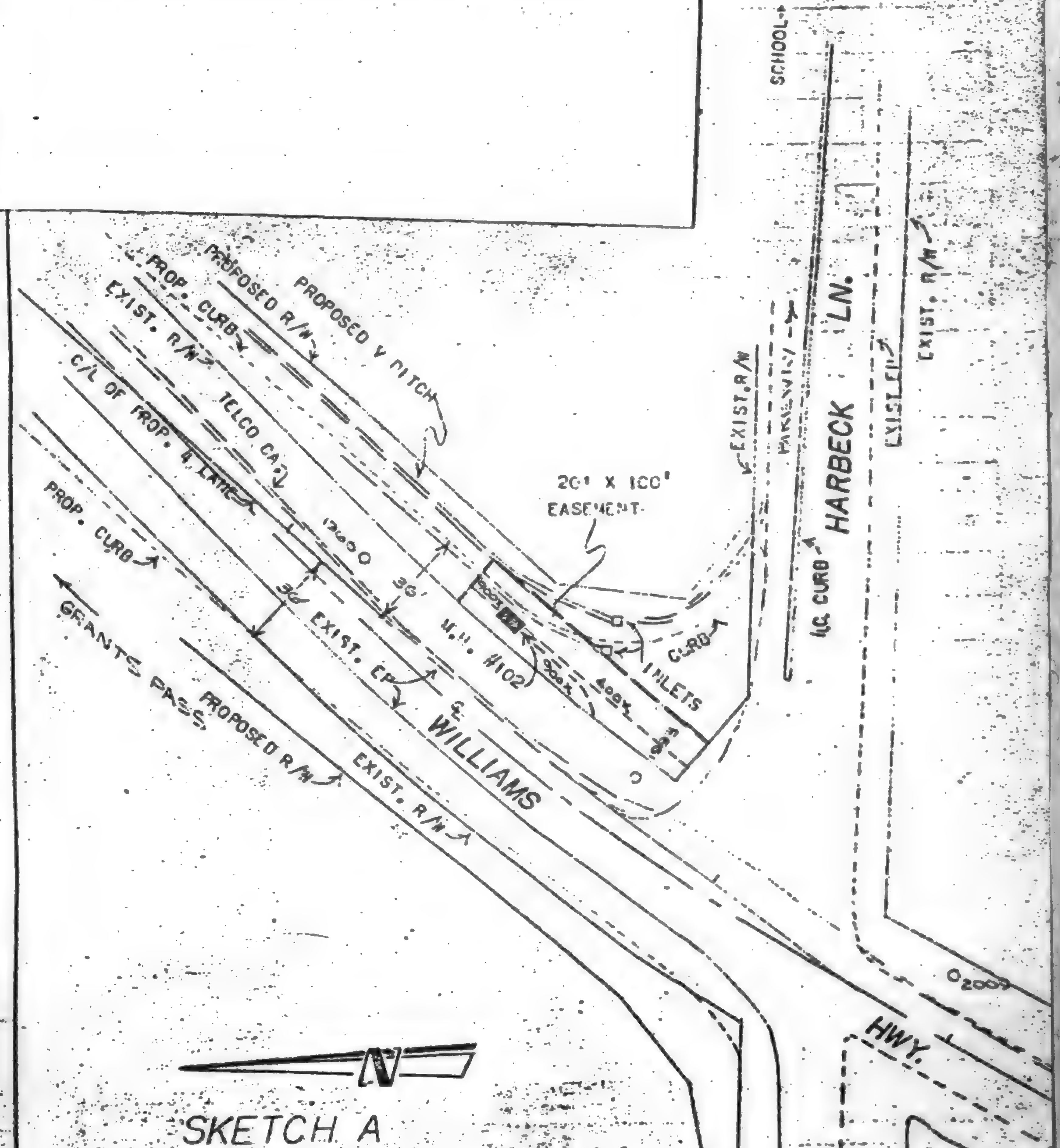
A. W. Brugger
Engineering Manager
134 W. 4th
Medford, Oregon

Tel. No. 776-8261

AWB:mg

Encl.

Approximate Location of Pacific Northwest Bell Telco Manhole and Buried Cable Located on Private Property.



SKETCH A

SCALE 1"=50'

8688

9

Adele Egan
Right of Way Branch

October 6, 1975

C. W. Head
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 5463

Attached for transmitting to the Grants Pass Irrigation District is an agreement for reconstruction of facilities on the Grants Pass-New Hope Road Section of the Jacksonville Highway in Josephine County for a cost of approximately $115,000.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

fkm
Att.

FORM E-30 8688

272

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE September 17, 1975

TO James H. Versteeg
Road Design Engineer

FROM John R. Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT ACCESS POINTS - Supplemental
Grants Pass-New Hope Road
[redacted]
Josephine County

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations and any variance from the attached list will appear on the form.

JRO:ha
att.

Versteeg
A. Olson
Terpin
we copy copy Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 18 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Grants Pass-New Hope Road
Jacksonville Highway
Josephine County

Amended Aug. 25, 1975
R. Rounds

ACCESS LIST

	Station	Owner	Side	R/A	T/S	Built by State
48701	8+16 ~~8+12~~	Union Oil Company	W	35'	~~20'~~ 32'	x
	~~8+60~~	~~Union Oil Company~~	~~W~~	~~35'~~	~~32'~~	~~x~~
"	9+08 ~~9+8~~	Union Oil Company	W	35'	32'	x
40515	9+85	Butcher	W	35'	~~32'~~ 28'	x
"	10+38	Butcher	W	35'	~~32'~~ 28'	x
41816	10+90	Weinberg	W	35'	20'	x
41817	11+48 ~~11+36~~	Bertaganolli	W	35'	32'	x
	~~11+75~~	~~Bertaganolli~~	~~W~~	~~35'~~	~~20'~~	~~x~~
41818	12+75	48 States News Distributed	W	35'	32'	x
	~~14+33~~	~~Shephert~~	E	35'	16'	~~x~~
41820	16+23	Col-Jo Corp	E	35'	32'	x
"	17+33	Col-Jo Corp	E	35'	32'	x
41821	17+10	Roley Supply Co.	W	35'	32'	x
41823	18+43	Jones	E	35'	32'	x
41822	18+75	Kolin (Farmer)	W	35'	20'	x
"	20+28	Kolin (West)	W	35'	16'	~~Owner~~ State
41823	20+84	Jones	E	35'	16'	State
41825	21+71	~~Burnette~~ Byrd's Inc.	E	35'	16'	x
41826	23+00	Studebaker	E	35'	16'	x
"	23+72	Studebaker	E	35'	16'	x
41828	25+33	B.J.S. Inc.	W	35'	26'	Owner
41827	25+65	Binkly	E	35'	16'	State
40493	25+96	Haley	E	35'	16'	x
"	27+16	Haley	E	35'	16'	x
40494	27+60	Southern Ore. Credit Union	W	35'	26'	x
"	29+25	Southern Ore. Credit Union	W	35'	26'	x
40495	27+86	Boyer	E	35'	16'	x
40496	29+43	Dierks	E	35'	16'	x
40499	30+79	Gix	E	35'	16'	x
40497	30+84	Carton (Joint)	W	35'	20'	x
40498	30+84	Van Meter (Joint)	W	35'	20'	x
40500	33+50	Herndon	W	35'	16'	State
40501	34+00	~~Backman~~ Petersen	E	35'	16'	x
40502	35+12	Ryther	E	35'	16'	x
40503	35+85	Fahey & Haggard	W	35'	16'	x
40504	35+89	Hendrickson	E	35'	16'	x
40505	36+83	Piller	W	35'	16'	x
40506	36+96	Dean	E	35'	16'	x
48706	37+58	Yoder ~~Boyce & Hall~~	W	35'	16'	x
40509	38+44	Yoder ~~Boyce & Walters~~	W	35'	16'	x
40507	38+00	~~Devoil~~ DeVore	E	35'	16'	x
40510	38+94	Moniz	E	35'	16'	x

RECEIVED
STATE HWY ENGI
SEP 17 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

	Station	Owner	Side	R/A	T/S	Built by State
40511	40+23	Allison	W	35'	16'	x
40513	40+40	Beard	E	35'	16'	x
40512	41+17	Olson	W	35'	16'	x
40515	42+09	Butcher	W	35'	16'	x
40513	42+44	Beard	E	35'	16'	x
40515	42+68	Butcher	W	35'	16'	x
40514	43+30	McCormick & Klugel	E	35'	16'	x
40515	44+25	Butcher	W	35'	16'	x
40516	45+88	Snyder	W	35'	16'	x
40517	46+23	Medart	W	35'	16'	x
40519	46+72	Presbytery of SW Ore.	E	35'	16'	x
40518	48+11	Miller	W	35'	16'	x
"	48+52	Miller	W	35'	16'	x
41479	49+50	Frank	W	35'	16'	Owner
40520 *	H 10+35	Frank	N	35'	16'	State
40522	52+95	Caldwell	W	35'	16'	x
40521	53+18	Southwick	E	35'	16'	x
40523	54+30	Detloff	W	35'	16'	x
40524	55+57	Farris	E	35'	16'	x
40525	57+26	Varmer Owens	W	35'	16'	x
40526	57+60	Farris	E	35'	16'	x
"	59+27	Farris	E	35'	16'	x
40527	59+63	Kaeser	W	35'	16'	x
"	60+21	Kaeser	W	33'	16'	x
40529	61+24	Allen	E	25'	16'	State
40528	62+43	Lazaroni	W	35'	16'	x
40530	62+50	Fryberger	E	35'	16'	Owner
40531	63+69	Beal & Malkus	E	35'	16'	State
40533	64+21	Roley	W	35'	16'	x
40532	65+26	Smith	E	35'	16'	x
40535	66+02	Dupont	E	25'	16'	x
40534	66+76	Hastings	W	35'	16'	x
40536	66+89	Fixen	E	35'	16'	x
48704	67+22	Friesen Dannelley	W	35'	16'	x
48705	68+29	Chase	W	35'	16'	x
48716	70+22	Wood	W	35'	16'	x
40537	71+40	Hansen	E	35'	16'	x
48722	72+25	School Dist. #7	W	40'	~~32'~~ 26'	x
"	72+75	School Dist. #7	W	40'	32' 26'	x
40538	74+58	Kehr	E	35'	16'	x
48723	77+00	Hartrich	W	35'	16'	x
48724	77+50	Daugherity	W	35'	26'	x
48691	77+30	Allerheiligen	E	35'	16'	x
40539	78+13	~~Zwan~~ Florer (Zwan's heirs)	E	35'	16'	x
48725	78+79	Watson	W	35'	26'	x
"	79+52	Watson (Joint)	W	35'	32'	x
48726	79+52	Boggs (Joint)	W	35'	32'	x
40539	78+60	Florer	E	35'	16'	x
48736	80+00	Boggs	W	35'	20'	x
"	80+50	Boggs	W	35'	20'	x
40520 *	50+32	Frank	W	35'	16'	State

	Station	Owner	Side	R/A	T/S	Built by State
48727	81+67	~~Ball~~ Hughes	W	35'	16'	x
40540	~~82+54~~ 82+45	Price ~~(Joint)~~	E	35'	~~20'~~ 16'	x
~~40541~~	~~82+54~~	~~Burnette & Ray (Joint)~~	~~E~~	~~35'~~	~~20'~~	~~x~~
40541	83+60	Burnette & Ray	E	35'	16'	x
48727	83+75	Ball Hughes	W	35'	16'	x
40542	84+22	Seventh Day Adventist	E	35'	16'	x
40543	86+23	Kennedy	E	35'	16'	x
40544	~~87+20~~ 87+09 86+90	Case ~~(Joint)~~ Case to use	E	20' ~~35'~~	~~20'~~	~~x~~
No File	~~87+20~~ 87+09 ✓ 87+09	Hoogvorst (Joint)	E	~~35'~~	15' ~~20'~~	x Connect Exist.
18731	~~87+60~~ ~~87+80~~ 87+30	~~Brulocker~~ Brubaker (Thorn C.P.)	E	35'	16'	x Connect Exist.
40546	88+03 ✓	~~Toothman & Hall~~ Klaus & Hanns	W	35'	16'	State
48732	88+93 ✓	Foster	E	35'	16'	State
40547	~~88+84~~ 88+80	Male	W	35'	16'	x
"	89+73 ✓	Male	W	35'	16'	x
No File	~~90+20~~	~~Condray (Joint)~~	~~E~~	~~35'~~	~~20'~~ ~~32'~~ 16'	x Connect Exist
40548	~~90+20~~ 90+45	Groves ~~(Joint)~~	E	35'	~~20'~~ ~~32'~~ 16'	x Connect Exist
40549	91+26 ✓	Bullard	W	35'	16'	x
"	~~91+65~~ 91+80	Bullard	W	35'	16'	x
40552	92+28 ✓	Burnette	W	35'	16'	x
40550	93+25	Delays				

Note: Yellow Hi-Lites show changes made 9-16-75 / 8.

APPROVED BY ____________ ~~Construction Engineer~~

ROAD DESIGN

SUBMITTED BY ____________ Liaison Agent

APPROVED BY ____________ Actg Right of Way Engineer

RECOMMENDED BY ____________ Locating Engineer

APPROVED BY ____________ Asst. State H/W Engineer

APPROVED BY ____________ Regional Engineer

FMN:slr

194-226

272

8688

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE August 28, 1975

TO James H. Versteeg
Road Design Engineer

John R. Oakes

FROM John R. Oakes
Assistant R/W Engineer

AMENDED

SUBJECT ACCESS POINTS
Grants Pass-New Hope Road
Jacksonville Highway
Josephine County

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

JRO:ha

Att.

1 Versteeg ✓
A. Olson
2 Terpin
3 Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 28 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

ants Pass-New Hope Road
Jacksonville Highway
Josephine County

Amended Aug. 25, 1975
R. Rounds

ACCESS LIST

Station	Owner	Side	R/A	T/S	Built by State
8+16 ~~8+12~~	Union Oil Company	W	35'	~~20'~~ 32'	x
~~8+60~~	~~Union Oil Company~~	~~W~~	~~35'~~	~~32'~~	~~x~~
9+08 ~~9+8~~	Union Oil Company	W	35'	32'	x
9+85	Butcher	W	35'	~~32'~~ 28'	x
10+38	Butcher	W	35'	~~32'~~ 28'	x
10+90	Weinberg	W	35'	20'	x
11+48 ~~11+36~~	Bertaganolli	W	35'	32'	x
~~11+75~~	~~Bertaganolli~~	~~W~~	~~35'~~	~~20'~~	~~x~~
12+75	48 States News Distributed	W	35'	32'	x
~~14+33~~	~~Shephert~~	E	35'	16'	x
16+23	Col-Jo Corp	E	35'	32'	x
17+33	Col-Jo Corp	E	35'	32'	x
17+10	Roley Supply Co.	W	35'	32'	x
18+43	Jones	E	35'	32'	x
18+75	Kolin (Farmer)	W	35'	20'	x
20+28	Kolin (West)	W	35'	16'	~~Owner~~ State
20+84	Jones	E	35'	16'	State
21+71	Burnette	E	35'	16'	x
23+00	Studebaker	E	35'	16'	x
23+72	Studebaker	E	35'	16'	x
25+33	B.J.S. Inc.	W	35'	26'	Owner
25+65	Binkly	E	35'	16'	State
25+96	Haley	E	35'	16'	x
27+16	Haley	E	35'	16'	x
27+60	Southern Ore. Credit Union	W	35'	26'	x
29+25	Southern Ore. Credit Union	W	35'	26'	x
27+86	Boyer	E	35'	16'	x
29+43	Dierks	E	35'	16'	x
30+79	Gix	E	35'	16'	x
30+84	Carton (Joint)	W	35'	20'	x
30+84	Van Meter (Joint)	W	35'	20'	x
33+50	Herndon	W	35'	16'	State
34+00	Backman	E	35'	16'	x
35+12	Ryther	E	35'	16'	x
35+85	Fahey & Haggard	W	35'	16'	x
35+89	Hendrickson	E	35'	16'	x
36+83	Piller	W	35'	16'	x
36+96	Dean	E	35'	16'	x
37+58	Boyce & Hall	W	35'	16'	x
38+44	Boyce & Walters	W	35'	16'	x
38+00	Devoil	E	35'	16'	x
38+94	Moniz	E	35'	16'	x

Station	Owner	Side	R/A	T/S	Built by State
40+23	Allison	W	35'	16'	x
40+40	Beard	E	35'	16'	x
41+17	Olson	W	35'	16'	x
42+09	Butcher	W	35'	16'	x
42+44	Beard	E	35'	16'	x
42+68	Butcher	W	35'	16'	x
43+30	McCormick & Klugel	E	35'	16'	x
44+25	Butcher	W	35'	16'	x
45+88	Snyder	W	35'	16'	x
46+23	Medart	W	35'	16'	x
46+72	Presbytery of SW Ore.	E	35'	16'	x
48+11	Miller	W	35'	16'	x
48+52	Miller	W	35'	16'	x
49+50	Frank	W	35'	16'	Owner
* → H 10+35	Frank	N	35'	16'	State
52+95	Caldwell	W	35'	16'	x
53+18	Southwick	E	35'	16'	x
54+30	Detloff	W	35'	16'	x
55+57	Farris	E	35'	16'	x
57+26	Varmer	W	35'	16'	x
57+60	Farris	E	35'	16'	x
59+27	Farris	E	35'	16'	x
59+63	Kaeser	W	35'	16'	x
60+21	Kaeser	W	33'	16'	x
61+24	Allen	E	25'	16'	State
62+43	Lazaroni	W	35'	16'	x
62+50	Fryberger	E	35'	16'	Owner
63+69	Beal & Malkus	E	35'	16'	State
64+21	Roley	W	35'	16'	x
65+26	Smith	E	35'	16'	x
66+02	Dupont	E	25'	16'	x
66+76	Hastings	W	35'	16'	x
66+89	Fixen	E	35'	16'	x
67+22	Friesen	W	35'	16'	x
68+29	Chase	W	35'	16'	x
70+22	Wood	W	35'	16'	x
71+40	Hanson	E	35'	16'	x
72+25	School Dist. #7	W	40'	~~32'~~ 26'	x
72+75	School Dist. #7	W	40'	~~32'~~ 26'	x
74+58	Kehr	E	35'	16'	x
77+00	Hartrich	W	35'	16'	x
77+50	Daugherity	W	35'	26'	x
77+30	Allerheiligen	E	35'	16'	x
78+13	Zwan	E	35'	16'	x
78+79	Watson	W	35'	26'	x
79+52	Watson (Joint)	W	35'	32'	x
79+52	Boggs (Joint)	W	35'	32'	x
78+60	Florer	E	35'	16'	x
80+00	Boggs	W	35'	20'	x
80+50	Boggs	W	35'	20'	x
* 50+32	Frank	W	35'	16'	state

Station	Owner	Side	R/A	T/S	Built by State
81+67	Ball	W	35'	16'	x
82+54	Price (Joint)	E	35'	20'	x
82+54	Burnette & Ray (Joint)	E	35'	20'	x
83+60	Burnette & Ray	E	35'	16'	x
83+75	Ball	W	35'	16'	x
84+22	Seventh Day Adventist	E	35'	16'	x
86+23	Kennedy	E	35'	16'	x
87+20 ~~87+09~~	Case (Joint)	E	35'	20'	x
87+20 ~~87+09~~	Hoogvorst (Joint)	E	35'	20'	x
87+60 ~~88+08~~	Brulocker	E	35'	16'	x
88+03	Toothman & Hall	W	35'	16'	State
88+93	Foster	E	35'	16'	State
88+84	Male	W	35'	16'	x
89+73	Male	W	35'	16'	x
90+20	Condray (Joint)	E	35'	~~20'~~ 32'	x
90+20	Groves (Joint)	E	35'	~~20'~~ 32'	x
91+26	Bullard	W	35'	16'	x
91+65	Bullard	W	35'	16'	x
92+28	Burnette	W	35'	16'	x

APPROVED BY ______________________
~~Construction Engineer~~
Road Design

SUBMITTED BY F. M. North
Liaison Agent

APPROVED BY ______________________
asst. Right of Way Engineer

RECOMMENDED BY ______________________
Locating Engineer

APPROVED BY ______________________
Asst. State H/W Engineer

APPROVED BY ______________________
Regional Engineer

FMN:slr

Grants Pass-New Hope Road
Jacksonville Highway
Josephine County

Amended Aug. 25, 1975
R. Rounds

ACCESS LIST

Station	Owner	Side	R/A	T/S	Built by State
8+16 ~~8+12~~	Union Oil Company	W	35'	~~20'~~ 32'	x
~~8+60~~	~~Union Oil Company~~	~~W~~	~~35'~~	~~32'~~	~~x~~
9+08 ~~9+8~~	Union Oil Company	W	35'	32'	x
9+85	Butcher	W	35'	~~32'~~ 28'	x
10+38	Butcher	W	35'	~~32'~~ 28'	x
10+90	Weinberg	W	35'	20'	x
11+48 ~~11+36~~	Bertaganolli	W	35'	32'	x
~~11+75~~	~~Bertaganolli~~	~~W~~	~~35'~~	~~20'~~	~~x~~
12+75	48 States News Distributed	W	35'	32'	x
~~14+33~~	~~Shephert~~	E	35'	16'	x
16+23	Col-Jo Corp	E	35'	32'	x
17+33	Col-Jo Corp	E	35'	32'	x
17+10	Roley Supply Co.	W	35'	32'	x
18+43	Jones	E	35'	32'	x
18+75	Kolin (Farmer)	W	35'	20'	x
20+28	Kolin (West)	W	35'	16'	~~Owner~~ State
20+84	Jones	E	35'	16'	State
21+71	Burnette	E	35'	16'	x
23+00	Studebaker	E	35'	16'	x
23+72	Studebaker	E	35'	16'	x
25+33	B.J.S. Inc.	W	35'	26'	Owner
25+65	Binkly	E	35'	16'	State
25+96	Haley	E	35'	16'	x
27+16	Haley	E	35'	16'	x
27+60	Southern Ore. Credit Union	W	35'	26'	x
29+25	Southern Ore. Credit Union	W	35'	26'	x
27+86	Boyer	E	35'	16'	x
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30+79	Gix	E	35'	16'	x
30+84	Carton (Joint)	W	35'	20'	x
30+84	Van Meter (Joint)	W	35'	20'	x
33+50	Herndon	W	35'	16'	State
34+00	Backman	E	35'	16'	x
35+12	Ryther	E	35'	16'	x
35+85	Fahey % Haggard	W	35'	16'	x
35+89	Hendrickson	E	35'	16'	x
36+83	Piller	W	35'	16'	x
36+96	Dean	E	35'	16'	x
37+58	Boyce % Hall	W	35'	16'	x
38+44	Boyce % Walters	W	35'	16'	x
38+00	Devoil	E	35'	16'	x
38+94	Moniz	E	35'	16'	x

8628

272

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 13, 1975

W. E. Cole

FROM: W. E. Cole
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: Grants Pass-New Hope Road
Jacksonville Highway
Josephine County
(Bikeway & Driveways)

The location typical section indicated that the bikeway adjacent to P.C.C. curbs would be Asphalt Concrete surfacing 4 inches thick with Type A-1 (Asphalt Concrete) driveways.

I discussed this with Frank Terpin and we determined that this section of highway was in an urbanized area, therefore, the decision was to use P.C. concrete walks (Bikeway) and Type A (P.C. Concrete) Driveways. A cost analysis indicated that the Asphalt Concrete walk would cost approximately $8,000.00 more than the P.C. Concrete walk.

Don Shaffer was informed of this and he agreed to the use of P.C. Concrete for the bikeway providing that expansion joints be deleted in the general specifications.

WEC:we
cc: C. G. Swenson
Don Shaffer

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
? copy 3 Swenson WB
R. Olson
Trout

RECEIVED
AUG 14 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

[illegible]

FORM 81 7-3-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
July 3, 1975

FILE: LOC 17

Gary Kennen

FROM: GARY KENNEN
Regional Utility ENGINEER

TO: MEMO TO THE FILE

SUBJECT: Grants Pass Irrigation Dist.
Grants Pass-New Hope Road
Jacksonville Highway
Josephine County

At the request of the Highway Division, a meeting was held July 1 between OSHD, GPID, and Jack Hoffbuhr, engineering consultant for the irrigation district. In attendance were:

GPID Board Members
Henry Geiske, GPID Manager
Jack Hoffbuhr, Consultant
Milo Lacy, "
Earl Purdy, OSHD
Gary Kennen, "

Mr. Lacy presented his design to the Board for their review. Since the new road will require additional right of way, placing irrigation facilities closer to homes and businesses, the redesigned irrigation system is to be underground.

After reviewing the proposal, it was suggested that two crossings be deleted. Mr. Geiske is to contact affected users. The Board was informed that time is growing short for an agreement to be drawn. They estimated the final design is to be submitted by mid-July. The District indicated their desire that the OSHD construct these facilities.

GK/cw

cc J. H. Versteeg ✓
Jack Cartwright
Earl Purdy

1 Versteeg ✓
4 A. Olson AO
2 Turpin T
3 Scott ✓
Swenson
R. Olson
Trout

RECEIVED
JUL 8 1975
ROAD DESIGN SECTION

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REFERRED TO

Board
[✓ Cole]
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Watson
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[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Kennen 24 - 241
Purdy 77[illegible]-63[illegible]
110

8688

272

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 12, 1975

FILE:

R.L. Dorn

FROM: R. L. Dorn
Senior Designer

SUBJECT: Grants Pass-New Hope Road
~~Jacksonville Highway~~
Josephine County

TO: MEMO TO THE FILES

Instructions were received from George Wills to use a 68 foot curb to curb roadway width for the typical section. The area behind the curb is to have a four inch A.C. surfacing and the width shall be seven feet from face of curb to back of walk with a one foot berm outside the walk.

1 Versteeg ✓
3 A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
JUN 12 1975
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
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Return To
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Other

RLD:we

TRANSACTION NUMBER 3-13

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPA
OREGON

BY (Signature)
MR. RULIEN'S F

TITLE
PROJECT MANAGE

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☑ FAU ☐ FAS ☐ OTHERS ______

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 182 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS
182	US-17-053(2)	1.6	416,000	325,200	LOCATION GRANTS PASS - NEW HOPE ROAD SECTION

RECEIVED
STATE HWY ENGR
MAR 5 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

3-3-75

REMARKS (Division)

THE JANUARY 5, 1975 RELOCATION PLAN IS APPROVED AS SUBMITTED WITH MR. RULIEN'S FEBRUARY 10, 1
USE OF REGION 3'S RIGHT OF WAY OFFICE AS PROJECT RELOCATION OFFICE IS ALSO APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION.

3-6-75
ORIGINAL TO
L. W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-3-75	G. L. GREEN, DIV

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as
tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

3-13

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-3-75

BY (Signature): Mr. Rulien's February 10, 1975 letter

TITLE: Project Management Engineer

LASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 2

ITEM NOS. 182 THRU ______

S.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
)	1.6	416,000	325,200	Location: Grants Pass - New Hope Road Section Work: All Phases of Right of Way

RECEIVED
STATE HWY ENGR
MAR 5 '75
REFER TO Hunter
FOR
Info / Inves / R/O / D/R / Sign / Act / File ✓

NOTED
E. S. HUNTER

5 Relocation plan is approved as submitted with Mr. Rulien's February 10, 1975 letter. The Right of Way Office as project relocation office is also approved.

to proceed with all phases of right of way acquisition.

3-6-75
ORIGINAL TO
L. W. Rulien

RECEIVED
MAR 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED
GNATURE AND TITLE

DATE
3-3-75

APPROVED
SIGNATURE AND TITLE
G. L. Green, Division Engineer

authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any oblige-
eral Government to provide Federal funds for the undertaking.

GPO 915-890

8688 2

~~PRU~~ 6-2

February 10, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. US-17-053(2)

We are submitting program data for one Urban Extension Right-of-Way Project, Item No. 182, Project No. US-17-053(2), "Grants Pass-New Hope Road Section", which we desire to have included in the Federal-aid Urban Extension Highway Program.

We further request concurrent with your approval of the program, authorization to proceed with all phases of right-of-way acquisition including incidentals and relocation assistance for the project. The right-of-way required is as outlined in red on the enclosed copy of right-of-way map 8B-36-17.

Within a reasonable period of time prior to displacement a comparable replacement dwelling will be available for each displaced person on this project. This assurance is based on the enclosed copy of Mr. F. M. North's revised relocation plan dated January 7, 1975, which indicates that adequate replacement housing is available. Relocation assistance will be provided from the Region Right of Way Office in Roseburg.

Our State relocation program is realistic and is adequate to provide orderly, timely, and efficient relocation of displaced persons as provided in Volume 7, Chapter 5, Section 1 of the Federal-aid Highway Program Manual.

Building demolition as required will be accomplished in accordance with our approved demolition plan.

CL:bb

Enc.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61) 2-10-75
DATE SUBMITTED TO W.O.	

FEDERAL-

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE
2	1 (19) (20)	St.Rd. Redwood Hwy. Intchge. to SW 1.6 Mi. 21 65	**ADT**	6,200	10,500 (66)

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST			EMERG. YR.
3	Right-of-way Acquisition 28 62	(63) (65)	[redacted]	[redacted]	(72) (73)

CARD		
4	CLASS OF FEDERAL FUNDS Urban Extension	COUNTY NAME
	NAME OF URBAN AREA Grants Pass 17-31	ROUTE NO. S

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PR TOTAL ESTIMATED COST	FEDERAL
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		St.Rd. Redwood Hwy. Intchge. to SW 1.6 Mi.			
5					**ROW**			1.6	416,000	325,20
5					**CONST** (CODE)		"Grants Pass-New Hope Road Section"			

CARD	CODE	PREPARED BY	PROJECT TOTALS			
1	1			1.6	416,000	325,26
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

75

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Mi. (65)	ADT	6,200	10,500 (66) (70)	95 (71) (72)	10	Oregon	41 (2) (3)	032 (4) (9)	182 (14) (18)

EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(72) (73)	(74) (75)	US- 14 23	17-053(2) 7	18	(24) (26)	27

ion

COUNTY NAME	CODE	PROGRAM STAGE
Josephine	033 (14) (16)	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	17-053 (32)	272 (36)	(37) (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
1.6	416,000	325,200	90,800		ROW purchase incl. incidentals, relocation assistance payments and building demolition. (Future 4-12' lanes H.T. pave., 14' median and 3' shoulders.) ROW - 95' min.; Access control-partial; Park. restrictions-complete.
1.6	416,000	325,200	90,800		
	(19) (23)	(24) (33)			

REMARKS

-OVER-

GRANTS PASS-NEW HOPE ROAD SECTION
PROJECT NO. US-17-053(2)

Existing Facilities: 24' Paved roadway with 4' shoulders.

Adjacent Sections:

N. End: Intchge. with the Redwood Highway constructed under Project U-131(19).
S.W. End: 24' Bituminous surface with 4' shoulders.

Project Data: Work under this project consists of all phases of right-of-way acquisition including incidental costs, relocation assistance and payments and building demolition as required to provide for the future construction necessary to widen the existing facility to a 68-foot curbed section to accommodate 4-12' travel lanes, 14' median for left-turn movements, 3' shy distance to curbs and sidewalks on each side.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings: Corridor hearing held December 9, 1971.
Design hearing held July 25, 1974.

Certification as required by Section 128, "Public Hearings" of Title 23 U.S.C. was submitted on December 3, 1974.

Approvals:

Location approved on May 1, 1973 under the provisions of the Secondary Road Plan.

Design approved by FHWA memo of December 16, 1974.

A-95 Review
dated Novem

PPM 90-1:
Secretary o

Data for P

Relocation

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A-95 Review: State and District 8 Clearinghouse letters of approval dated November 8, 1971 and December 23, 1971, respectively.

PPM 90-1: Final Environmental Impact Statement accepted by the Secretary of Transportation on September 25, 1972.

Data for PR-37:

Relocation assistance:

Moving costs 6 families.	$ 3,000
Replacement housing.	35,000
Moving costs 2 businesses.	30,000
Incidental costs	2,000
	$70,000

Estimated cost of building demolition. . . . . . . $ 6,000

NOTE: This project is in Congressional District No. 4.

3688

272
Versteeg

LOC 17
Case File

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
XXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Sid J. Frank
P. O. Box 2277
Harbor, OR 97415

February 10, 1975

Grants Pass-New Hope Rd.

Dear Mr. Frank:

This will acknowledge your letter of January 21, 1975, concerning your mother's property in the northwest quadrant of the intersection of ORE238 (Jacksonville Highway) and Harbeck Road.

This project has not reached our final design section at this point in time, but the best information now available is that additional right-of-way will be required from both of your parcels. It would appear necessary for takings abutting both ORE238 and Harbeck Road.

When the precise right-of-way needs and slope easements are determined, it may be possible to begin negotiations for such at an early time if this is forming a hardship on you in relation to the sale of the property.

When more exact details are available, you will be advised so you can give us the benefit of your thinking at that time.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

1 Versteeg ✓
2 A. Olson
3 Terpin
4 Scott
Swenson
R. Olson
Trout 4

RECEIVED
FEB 12 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

GLC/dt

cc: J. B. Boyd
J. H. Versteeg ✓
L. W. Rulien
Virgil Wilson

Coordbills
0883
Grants pass -
Newhope Rd. sec
Jacksonville Hwy
will send latest R/W done
2/5/75

P.O. Box 2277
Harbor, Oregon 97415
1-21-75

Oregon State Highway Dept.
P.O. Box 1128
Roseburg, Oregon 97470

Attn Alfred Shirley Jr.
Regional Engineer

Dear Mr. Shirley,

In reference to your letter of Jan. 15th,1975 written by Glen L Clark regarding recommending the approval of the Grants Pass, New Hope road section construction.

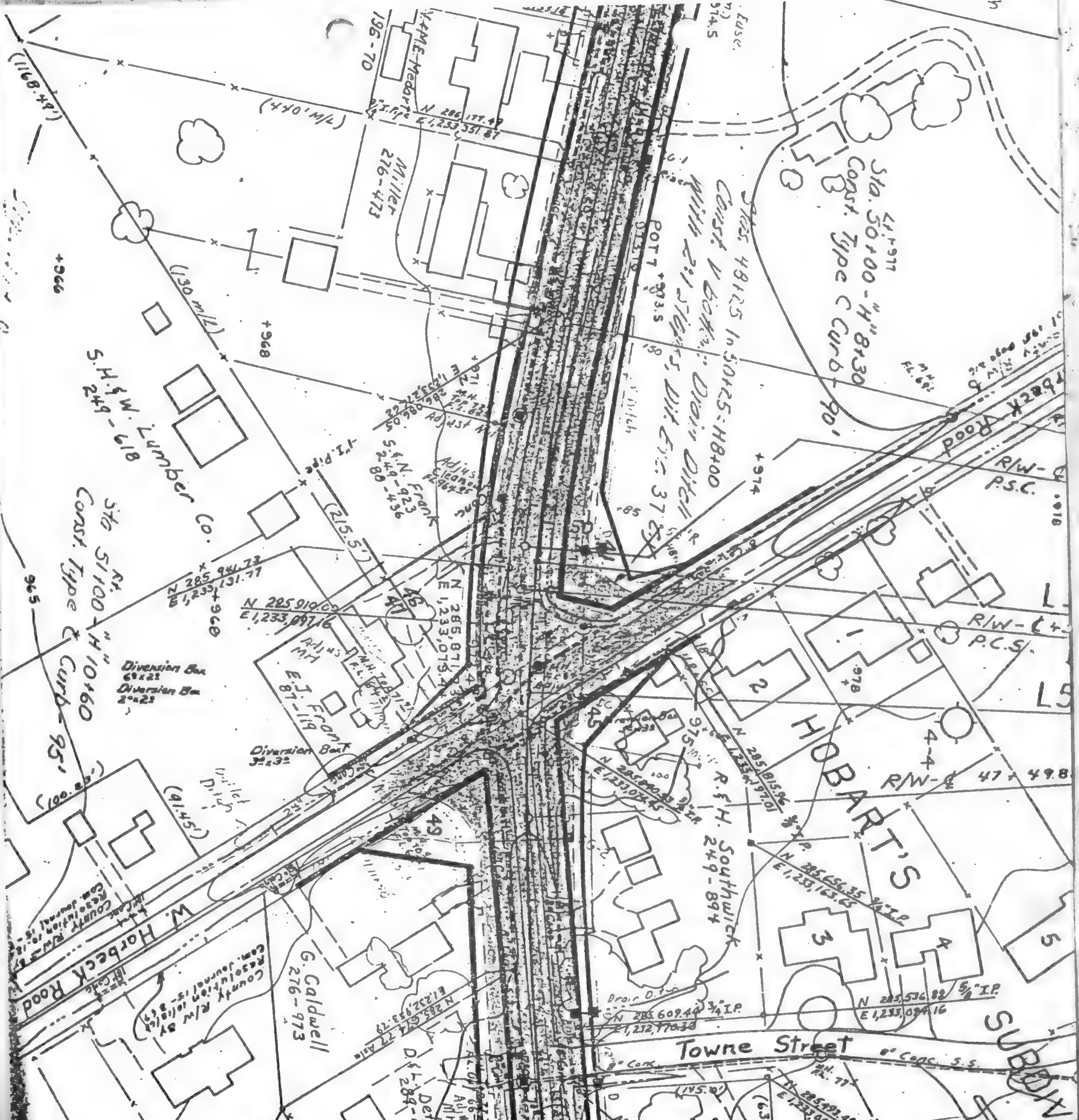
I am esp. interested in the modifications proposed at the intersection of Harbeck road. My mother, Eleanor J. Frank owns the NW corner of this section and I own the lot directly North of her. She has been extremely ill and we had to move her to Oak Lane home in Grants Pass. We are in the process of trying to sell the property for her as she is very worried about it..

I sincerely hope that the modification that you refer to above will mean that you do not need any right-of-way from Myself of my Mother as I still believe that the corner should be moved to the east as I described at the hearing and is recorded on pages 27 &28 of transcript of Hearing held on July 25th, 1974.

Thank you very much for keeping me informed on this project and we do appreciate your work and your mens work on this project.

Yours truly,

Sid J. Frank



W. Horbeck Road
Rood
Towne Street
HOBART'S SUBDIVIS
S.H.&W. Lumber Co.
249-618
Miller
276-473
Y.&M.E. Medart
196-70
S.&N. Frank
249-923
80-436
E.J. Fromt
87-119
G. Caldwell
276-973
D.&L. Detloff
284-299
R.&H. Southwick
249-894
Glen Farris
234-630
Eugene
20C
Sta. 50+00-"H" 8+30
Const. Type C Curb - 90'
Sta 51+00-"H" 10+60
Const. Type C Curb - 95'
Stas. 48+25 to 50+25-H8+00
Const. V Bottom Drain Ditch
With 2:1 Slopes, Dit. Elev. 37
POT
Diversion Box
Diversion Box
Diversion Box
Adjust MH
Adjust MH
Adjust Cleanout
(1168.49')
(440' M/L)
(130' M/L)
(215.5')
(100.25')
(91.45')
(107.7')
(145.0')
(63.9')
(66.2')
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E 1,233,331.87
N 285,941.73
E 1,233,131.77
N 285,910.00
E 1,233,097.16
N 285,871
E 1,233,079
N 285,815.96
E 1,233,197.01
N 285,656.35
E 1,233,163.65
N 285,536.82
E 1,233,094.16
N 285,609.44
E 1,232,770.30
N 285,493.49
E 1,233,061.50
N 285,566.36
E 1,232,943.68
N 285,685.40
E 1,232,741.98
N 285,575.77
E 1,232,737.62
County R/W By Resolution
Com. Journal
R/W - ℄
P.S.C.
P.C.S.
R/W - ℄ 47 + 49.8
L5
1
2
3
4
5
7
46
47
49
+966
+968
+974
+978
974.5
965
Drain Ditch
8" Conc.
8" Conc. S.S.
3/4" I.P.
5/8" I.P.
1" I.P.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE February 10, 1975

TO FILE

FROM K. A. Chatwood
Administrative R/W Agent

SUBJECT [redacted]
Hardship Consideration

Dick Wilson called this morning and said that a particular individual on this line had a hardship and wondered if there was any chance of programming his property for acquisition. I called Cliff Laux who said that he had all the preliminary steps done and was ready to go to the bureau for programming. However, Design is still working on the project and it is expected that there will be many revisions of land descriptions. I telephoned Dick Wilson back and told him to forward the hardship letter for consideration. Design should take a second look at the particular file and update the legal description as necessary.

KAC:jk
cc: J. H. Versteeg
Cliff Laux

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 11 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

8688 Grants Pass-New Hope Rd. 1978
Sec. of the Jacksonville Hwy.
(Grade, pave, sign & signals) #2

8688 12-16-74 8

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. US-17-053(1) STATE PROJECT NO. GRANTS PASS - NEW HOPE ROAD SECTION

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO. ITEM NO. U-177	COUNTY NAME JOSEPHINE PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE DECEMBER 16, 1974	FEDERAL ROUTE NUMBER SECONDARY ROUTE 17-053 STATE ROUTE NUMBER JACKSONVILLE HIGHWAY ROUTE 272

GENERAL LOCATION:

GRANTS PASS, OREGON

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

BASED ON THE INFORMATION FURNISHED IN MR. RULIEN'S DECEMBER 6, 1974 LETTER, LOCATION/DESIGN APPROVAL FOR THE SUBJECT PROJECT IS HEREBY GRANTED.

YE.

12-18-74
ORIGINAL TO
L. W. Rulien

RECEIVED
DEC 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DEC 1
Hunter
OR

DATE 12-16-74	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8688 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 3

ORIGINAL SIGNED BY J.X. WILSON

Roseburg, Oregon
November 22, 1974

~~ORIGINAL SIGNED BY [illegible]~~

FROM: J. X. WILSON
Regional Construction Engineer

TO: Victor D. Wolfe
Location Engineer

SUBJECT: New Hope Rd.-Humberd Lane
Bikeway
Jacksonville Highway
Josephine County

NOTED
E. S. HUNTER

Earl Purdy has reviewed Jim McClure's recommendations relative to the subject bikeway and his analysis is attached.

In further discussion with Earl, I think we have arrived at a consensus that the most logical type of construction would be a separated bikeway on the easterly side of the Jacksonville Highway. The reason for this conclusion is that even minor widening of the roadway south of New Hope Road would require extensive utility relocation, primarily irrigation, and acquisition of additional right of way anyway. A separated bikeway would be relatively simple to construct and the right of way required would likely be needed for future roadway reconstruction.

I would suggest we prepare a Survey Authorization to further explore this proposal and immediately start Action Plan procedures. Please let me know how you think we should proceed.

JXW/cw
Attach.

cc E. S. Hunter ✓
C. T. Keasey
Earl Purdy

RECEIVED
NOV 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8641

272

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE November 14, 1974

TO A. D. Olson
Preliminary Design Engineer

FROM John R. Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT R. and C. Ray Property
Grants Pass-New Hope Rd. Section
Jacksonville Highway
Josephine County

I am enclosing a copy of a letter from Mr. Ray requesting Hardship Consideration in the purchase of his property. This property is No. 67 in the Liaison packet and the estimate is shown as $12,600 with approximately $10,000 more in relocation and demolition.

I am also enclosing a copy of the most recent Federal Highway Administration directives on Hardship acquisition and protective buying for your information.

In researching this I find that we have received at least one other Hardship request on this section. I don't have the request on hand but I have Mr. Hunter's reply to Mr. and Mrs. Claude Price, dated April 11, 1974 telling them that the State might be in a position to purchase on Hardship basis subsequent to the design hearing. This was held on July 25, 1974.

Please let us know if we should request Federal Highway Administration concurrence in Hardship acquisitions on this project.

JRO:ha
att.
cc: Virgil Wilson

1 Versteeg ✓
2 A. Olson ADO
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 14 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

Discussed w/Oakes. -- after design approval & 6 year program approval. -- after the first of the year, presumably. ADO.

This was put on 3/0p. ADO

d. *Authorizations - Hardship Acquisition and Protective Buying*

(1) *Prior to completion of processing of the final environmental impact statement or adoption of the negative declaration and if found in the public interest, the FHWA upon proper documentation may authorize the acquisition of a particular parcel or a limited number of particular parcels within the limits of a proposed highway corridor where it is shown that the acquisition is necessary to:*

(a) *alleviate particular hardship to a property owner, on his request, in contrast to others because of an inability to sell his property;*

(b) *prevent imminent development and increased costs of a parcel which would tend to limit the choice of highway alternatives.*

(2) *Hardship acquisition and protective buying procedures shall not apply to properties subject to the provisions of 49 U.S.C. 1653(f) (commonly known as Section 4(f)) or 16 U.S.C. 470(f) (historic properties) until the required Section 4(f) determinations and the procedures of the Advisory Council on Historic Preservation are completed.*

(3) *Acquisition of property under* paragraph 5d *shall not influence the environmental assessment of a project, including the decision relative to the need to construct the project or the selection of a specific location.*

(4) *Ultimate Federal participation in the cost of property acquired under* paragraph 5d *is dependent upon the incorporation of such property in the final highway right-of-way. Where a parcel is partially incorporated, Federal participation will be in accordance with* paragraph 5m of Section 3, Chapter 1, Volume 7, of the Federal-Aid Highway Program Manual which covers excess acquisitions and alternatives for statewide application.

(5) *Subject to the requirements of* paragraph 5d(2) and *(3), the SHD may acquire property with its own funds* under paragraph 5d *before FHWA program approval and not jeopardize Federal participation in subsequent project costs. The SHD's acquisition activities must comply with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.), the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.), and* Volume 7, Chapter 5, of the Federal-Aid Highway Program Manual. *Costs incurred prior to program approval are not eligible for Federal participation.*

e. *Public Hearings*

(1) *Information shall be presented and an opportunity provided for discussion of the land acquisition process at public hearings, in order to assure that the public is adequately informed.* The information provided at the public hearing should not be limited to that contained in the public information brochure. The brochure, referred to in paragraph 4c, shall be made available for distribution, without cost, at public hearings.

(2) SHD right-of-way personnel should provide information for public hearing presentations where right-of-way issues are involved, and be available for discussion at the public hearing.

f. *Project Field Inspections*

Right-of-way personnel shall make project field inspections at appropriate times throughout the development of a project to assure that adequate consideration is given to significant right-of-way elements involved in the location and design of the project, including possible social, economic, and environmental effects.

g. *Right-of-Way Project Agreements*

(1) *Project agreements and modifications thereof shall be prepared and executed in accordance with Volume 6, Chapter 3, Section 1, Subsection 1, of the Federal-Aid Highway Program Manual.*

1

[illegible]
2521 Williams Hwy
Grants Pass, Oregon 97526

To: Mr. Virgil Wilson
Right of Way Supervisor
Dept. of Transportation
P.O. Box 1128
Roseburg, Oregon 97470

RECEIVED
NOV 8 1974
ROSEBURG R/W

SUBJECT: Widening of Hwy. 238 (Williams Hwy.)
from Grants Pass to New Hope Rd.

I own a piece of property at 2521 Williams Hwy. It is my understanding at this time that the widening will take in my frontage by some 60 to 70 feet deep. This will include an old double garage, a concrete block commercial building (approx. 1000 #) and my house.

I have had repeated offers to utilize the commercial building. I have turned them down up til now because of the potential widening. This creates a hardship as I am taxed on this as commercial property and am unable to generate its potential return. I understand the State often makes acquisitions ahead of their normal schedule in situations like mine.

Please advise me of your current acquisition schedule on this project and if there is any possibility of early acquisition.

6 1974

ROSEBURG R/W

P.O. Box 1128
Roseburg, Oregon 97470

SUBJECT: Widening of Hwy. 238 (Williams Hwy.)
from Grants Pass to New-Hope Rd.

I own a piece of property at 2521 Williams Hwy. It is my understanding at this time that the widening will take in my frontage by some 60 to 70 feet deep. This will include an old double garage, a concrete block commercial building (approx. 1000 #) and my house.

I have had repeated offers to utilize the commercial building. I have turned them down up til now because of the potential widening. This creates a hardship as I am taxed on this as commercial property and am unable to generate its potential return. I understand the State often makes acquisitions ahead of their normal schedule in situations like mine.

Please advise me of your current acquisition schedule on this project and if there is any possibility of an early acquisition.

Sincerely,
RcRay

8688

8

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1974

SUBJECT: New Hope Road-Humberd Lane Bikeway
Jacksonville Highway
Josephine County

To: Mr. Alfred Shirley
Region 3 Engineer
Roseburg, OR

Tracer
Cor 8.2.2
Jacksonville
Secdy.

NOTED
E. S. HUNTER

Please review Mr. McClure's recommendation to consider reducing the length of the subject bikeway. Since the primary usage of this bikeway is for students, a reduced length serving the majority of students appears to have logic and may be justifiable.

I would appreciate your review and recommendations on the proposal along with your suggestions on a method of construction; separated project, in conjunction with the highway project, or possibly with the future Bond project in 1978.

Victor D. Wolfe
Location Engineer

JDM:jp
cc E.S. Hunter

RECEIVED
NOV 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 16, 1974

FROM:

SUBJECT: New Hope Road-Humberd Lane Bikeway
Jacksonville Highway
Josephine County

TO: Mr. Victor D. Wolfe
Location Engineer

I reviewed the subject section of highway on August 22 for the purpose of considering a bikeway. This section of highway is narrow (two 11-foot lanes with 1- and 2-foot shoulders), has sharp curvature, poor sight distance, and moderate grades. It is a poor and dangerous place to ride a bike; however, the population density is low especially from the curve near Morris Lane south to Humberd Lane, about 0.7 mile. This is the most dangerous section.

At the public hearing for the new highway construction project to New Hope Road, J.X. Wilson indicated that a great deal of support and interest was expressed for a bikeway extending to Humberd Lane. The primary use for this bikeway would be to serve the two schools northerly of New Hope Road. In my opinion a Class I (most economical type studied) bikeway in this area, estimated at $120,000 or $75,000 per mile including right of way, would not receive a high enough usage based on the apparent low population density to warrant this expenditure.

Lacking a better solution, I recommend we consult with the Region in search of a more economical solution and consider the possibility of shortening the bikeway along this section to the area of Morris Lane. We should checkinto the limits of the school bus service. This would be a good indicator to determine where the critical need area is.

JDMcClure
James D. McClure
Bicycle Route Engineer

JDM:jp

~~McClure~~
~~Do~~

8688

8

October 17, 1974

Ms. Paula Ajay, Secretary
Citizens Committee for Preservation
of the Rural Environment of the
Williams Highway Area
2169 Fish Hatchery Road
Grants Pass, Oregon 97526

Dear Ms. Ajay:

Your letter of August 1, which included a reference to our recently released final environmental impact statement, will be duly recorded along with other equally relevant material resulting from the public hearing held in Grants Pass July 24 and 25, 1974.

Those matters pointed out in your letter which are applicable to the planning, construction and operation of the highway facility, as well as those which may bear directly or indirectly in a significant way on the community, have been give consideration and will continue to be examined by all responsible agencies.

However, we believe some of your concerns should more properly be addressed to the planning agencies of local government, as they relate more specifically to area-wide planning. Specifically, the Grants Pass-New Hope Road section has been given considerable public exposure, including two well-publicized hearings and attendant informational sessions where detailed location and design features were discussed. The general plan was aired at several public hearings during its development and is supported by the local Council of Governments and planning agencies.

NOTED
F. B. [illegible]

The issue of unwanted urban growth has been raised in relation to the proposed highway project. While it is true that highway improvements can lead to growth, which leads to additional problems relating to land use, it is the general feeling in this case that the proposed project has been generated to a large extent by growth that has already taken place. The existance of a sewer system in the project area suggests the degree of planning that has taken place. Further, it is documented in the General Plan for the community that the area is scheduled for continued suburban development. As this development will very likely occur with or without the improved facility, mobility and safety, as pointed out by the Board of County Commissioners, is a prime concern.

In the particular section of the highway under consideration and in the respective community to which it provides service, there is very little demand to warrant serious consideration of mass transit. On the other hand, there is no reason that a local bus could not operate on the proposed facility should this become a needed service or a practical economic reality. Again, safety for school children and operation of buses is one excellent reason for the improvement.

By Highway Commission action in April 1969, the Medford-Provolt Highway and the Provolt-Grants Pass section of the Williams Highway were combined to form the Jacksonville Highway, State Highway Route 238.

The Provolt-Williams section of the Williams Highway was transferred to the County. It would be logical to assume that the Jacksonville Highway would be maintained and/or improved to provide whatever level of service is required in the future, consistent with local planning goals.

Again, we suggest you contact the city and county planning people because effective action can be accomplished at that level in updating or modifying local planning activities.

Very truly yours,

for Schroeder

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
R. L. Schroeder
Gary Potter
Victor D. Wolfe
Alfred Shirley, Jr.

SC:sz srb

2169 Fish Hatchery Road
Grants Pass, Oregon 97526

September 14, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Your response to our letter regarding the proposed widening of the Williams Highway was very dissatisfying. We are hoping for answers to some of the questions. Is there some reason why you haven't answered our allegations? We would appreciate a response that would truthfully answer, to the best of your knowledge, all the allegations and questions in our original letter.

We would also appreciate any advice as to what our next administrative step would be.

Thank you very much.

Sincerely yours,

Paula Ajay

Paula Ajay
Secretary
Citizens Committee for the
Preservation of the Rural
Environment of the Williams
Highway area

aEJ
R/D

RECEIVED
STATE HWY ENGR
SEP 20 74
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

NOTED
A. E. JOHNSON

RECEIVED
SEP 27 1974

8688

8

October 17, 1974

Mr. Larry Williams
Executive Director
Oregon Environmental Council
2637 S.W. Water Avenue
Portland, Oregon 97201

580 } S
633
631-K
615-J

Dear Mr. Williams:

I am enclosing a copy of a letter addressed to Art Downing of the "Citizens Committee for the Preservation of the Rural Environment of the Williams Highway Area." Also enclosed are copies of replies from the Rogue Valley Council of Governments and the Chairman of the Josephine County Board of Commissioners to this Committee concerning the Grants Pass-New Hope Road Section of the Jacksonville Highway.

This project was presented to the community in December 1971, at which time a technical staff was available for several days for detailed discussion of the proposed alternatives.

This format was duplicated again in July of this year when the final location and design were presented for public discussion. The results of these meetings tally closely with general plans formulated by the local planning agencies and supported by the Rogue Valley Council of Governments.

The decision to reconstruct this very substandard State Highway section is not a helter-skelter notion as has been suggested, but rather a well studied, much needed improvement--long sought by concerned citizens and public officials in the community. As indicated above, we have conducted hearings and provided experienced technical personnel to talk to the people affected individually in order to cover all facets of the proposal.

We feel that it is a long overdue improvement and backed wholeheartedly by the majority of the people who live along and use this section of the highway.

Very truly yours,

Schroeder
for
F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
R. L. Schroeder
Gary Potter
Victor Wolfe
Alfred Shirley, Jr.

Enclosures

SC:sz srb

OREGON ENVIRONMENTAL COUNCIL

2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-1963

September 24, 1974

Mr. Fred B. Klaboe
Department of Transportation
  Commission Services
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

We are in receipt of a letter from the Citizens Committee for the Preservation of the Rural Environment of the Williams Highway area regarding the proposed Grants Pass-New Hope Section of the Jacksonville Highway.

The principle concern raised by this Group I think is extremely legitimate and deserves a positive response from your Agency. Principally, we feel that it is of utmost importance that Josephine County complete their Comprehensive Plan which takes into account the growth spin off from this Highway, prior to the State investing money into the project.

We feel that the State Highway Division has an obligation to taxpayers of this State not to invest money into the construction of new highways or major reconstruction of existing highways without the assurance that the proper land use planning has been undertaken prior to the project. I think we have passed through the era of helter-skelter planning and with the leadership of your Agency the real muscle of long-range planning can be enforced.

We hope you will submit the letter of August 1 from the Citizens Committee to the County with request that a formal response be made to the points raised.

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
SEP 26 74
REFER TO
Schroeder
FOR
Info | Invest | R/B | D/R | Sign | Act | File

RECEIVED
[illegible] 1974

A.F.T.E.R., Tigard
AMERICAN ASSOCIATION OF UNIVERSITY WOMEN, Portland
AMERICAN INSTITUTE OF ARCHITECTS
The Portland Chapter
Southwestern Oregon Chapter
AMERICAN INSTITUTE OF PLANNERS
Oregon Section
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Chapter
ANGLERS CLUB OF PORTLAND
AUDUBON SOCIETY, Portland, Central Oregon, Corvallis
BAY AREA ENVIRONMENTAL COMMITTEE
Coos Bay, Oregon
CHEMEKETANS, Salem, Oregon
CITIZENS FOR A CLEAN ENVIRONMENT
Corvallis, Oregon
CLATSOP ENVIRONMENTAL COUNCIL
ECO-ALLIANCE, Corvallis
EUGENE FUTURE POWER COMMITTEE
EUGENE NATURAL HISTORY SOCIETY
FACULTY WIVES OF CENTRAL COMMUNITY COLLEGE, Bend
4-H CLUB CARROT-TOPPERS, Scappoose, Oregon
FRIENDS OF THE EARTH
FRIENDS OF SPRINGBROOK PARK, Lake Oswego
GARDEN CLUBS of Cedar Mill, Corvallis, Eastmoreland, Gervais, Nehalem Bay, McKenzie River, Scappoose, Portland, Villa, Fir Grove
GREENLEAF CLUB OF FIRST UNITARIAN CHURCH
Portland
JUNIOR LEAGUE, Eugene, Portland
McKENZIE FLYFISHERS, Eugene, Oregon
McKENZIE GUARDIANS, Blue River, Oregon
MT. HOOD COMMUNITY COLLEGE OUTDOOR CLUB
NEWPORT FRIENDS OF THE EARTH
NORTHWEST ENVIRONMENTAL DEFENSE CENTER
NORTHWEST STEELHEADERS COUNCIL OF TROUT UNLIMITED, Milwaukie, Tigard, Willamette Falls
OBSIDIANS, INC., Eugene, Oregon
OREGON CITIZENS FOR CLEAN AIR
OREGON COUNCIL OF ROCK AND MINERAL CLUBS
OREGON GUIDES AND PACKERS, Vida, Oregon
OREGON LUNG ASSOCIATION
OREGON PARK & RECREATION SOCIETY
Corvallis, Oregon
OREGON ROADSIDE COUNCIL
OREGON SHORES CONSERVATION COALITION
O.S.P.I.R.G.
O.S.U. FIN AND ANTLER CLUB
Corvallis, Oregon
PLANNED PARENTHOOD ASSOCIATION, INC.
Portland
PORTLAND RECYCLING TEAM, INC.
P.U.R.E., Bend, Oregon
REED COLLEGE OUTING CLUB
Portland, Oregon
ROGUE ECOLOGY COUNCIL
Ashland, Oregon
SANTIAM ALPINE CLUB
Salem, Oregon
SELLWOOD-MORELAND IMPROVEMENT LEAGUE, Portland
SIERRA CLUB
Pacific Northwest Chapter
Mary's Peak, Corvallis
Rogue Valley, Ashland
Columbia Group, Portland
Mt. Jefferson, Salem
SOCIETY FOR OREGON AVIAN RESEARCH
SPENCER BUTTE IMPROVEMENT ASSOCIATION
Eugene, Oregon
STEAMBOATERS
SURVIVAL CENTER, U. of O., Eugene
TEAMSTERS FOOD PROCESSORS
UMPQUA WILDERNESS DEFENDERS
WESTERN RIVER GUIDES ASSOCIATION, INC.
WILLAMETTE LUNG ASSOCIATION
WILLAMETTE RIVER GREENWAY ASSOCIATION

Letter to Mr. Klaboe
September 24, 1974
Page 2

I look forward to hearing back from you on this matter.

Sincerely,

Larry Williams

Larry Williams
Executive Director

LW:jan
cc: Citizens Committee

CON 21-
Jacksonville
Study.
Sp.

RVCOG rogue valley council of governments

33 North Central, Room #211
Medford, Oregon 97501
Phone: 779-7555

NOTED
S. J. COUPER

October 3, 1974

Ms. Paula Ajay
Williams Highway Citizens Committee
2169 Fish Hatchery Road
Grants Pass, Oregon 97526

631-K

Dear Ms. Ajay:

615-J
580-S

Your August 7th letter concerning the Grants Pass - New Hope Road section of the Jacksonville Highway was received rather late, partly because of being re-routed through the courthouse to us, and partly because I was on vacation until September 9th.

A synopsis of your letter was presented to the Council of Governments meeting on September 9th, but the Council felt that no official action was appropriate. The reason is that Council of Governments does not have any authority to implement land use plans on its own nor does it create plans for an area unless requested to do so by the local government. As a Council *of* Governments it helps coordinate planning and it reviews federally funded projects to determine consistency with local plans.

In this case, the Williams Highway widening project between the Redwood Highway and New Hope Road seemed consistent with local plans since the area is zoned urban residential, and is currently sewered and developed.

Your objections seemed to focus on the way in which the General Plan for the urbanizing area was adopted, particularly that public input was not obtained. However, the Josephine County Planning Department stated that a number of public hearings for the plan were held in public schools in late 1970 and early 1971, in addition to newspaper coverage, public availability of the maps and presentations before local granges and service organizations before its adoption in 1971.

As to procedures which your group might take to increase considerations of other traffic solutions (such as public transportation) and of methods to protect prime farm lands, I suggest that you present your ideas to the Josephine County and Grants Pass Planning Commissions, and to the County Commissioners and the City Council, since they have the authority to take action to accomplish these goals.

In addition, Senate Bill 100 requires review of local plans for consistency with state criteria (to be developed by the Land Conservation and Development Commission) with public input. This review procedure along with normal periodic local reviews should provide your committee with an opportunity to request changes in the General Plan if they seem warranted.

We will be happy to provide further information about the Council and about local plans which we have incorporated into a regional plan.

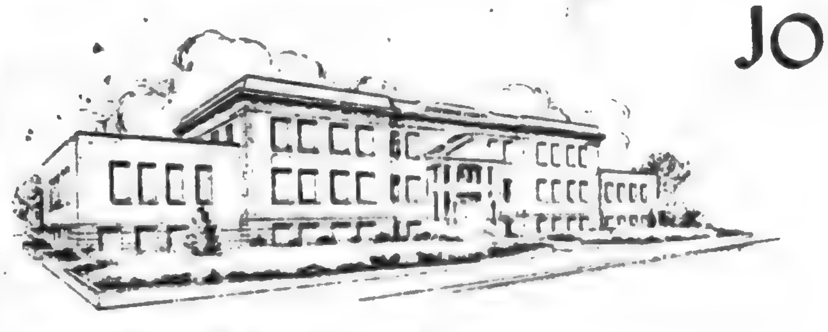
Sincerely,

CHARLOTTE ABERNATHY
Executive Director

CA:skt
cc: Dave Brashears ✓
Stewart Couper

K-631

JOSEPHINE COUNTY OREGON



COUNTY COURTHOUSE
GRANTS PASS, OREGON 97526
Tel. 476-7733

OFFICE OF
BOARD OF COUNTY COMMISSIONERS

Geo. A. Calvert
M. C. Loughridge
Anne G. Basker

September 24, 1974

Ms. Paula Ajay, Secretary
2169 Fish Hatchery Road
Grants Pass, OR 97526

Dear Ms. Ajay:

Thank you for your letter of September 14. It was our belief that you had merely sent a courtesy copy of your August 1 letter to the State Highway Department for this (as to many other) offices. Therefore, we took no action.

Since, as you correctly indicate, Williams Highway is a state highway we have no authority to call a meeting to discuss the matter. Additionally we have, for so many years, been petitioned by residents of the road to support highway reconstruction because of the extreme safety hazards to pedestrians (especially school children) and motor vehicle traffic, that we do not feel we can reverse our position at this late date.

The highway department sent staff people for two full days and evenings on July 24 and 25 to respond to questions of concerned citizens. These two days represent the barest minimum of time compared to the many years of planning, hearings and discussion which preceded them.

Since all of the land in question is in private ownership I submit that your efforts might better be directed towards persuading farmers not to sell their agricultural lands rather than to impose unsafe and hazardous conditions on all users of the road in question because of your concern with possible urbanization.

We appreciate your interest and concern but recommend that your efforts must be with the State Highway Division since we have no authority in the matter.

Sincerely,
BOARD OF COUNTY COMMISSIONERS

Anne G. Basker
Anne G. Basker, Chairman

AGB:lgb

RECEIVED
STATE HWY ENGR
SEP 26 74
REFER TO
Schroeder
FOR

Info	Inves	R/D	DIR	Sign	Act	File

a&J info

Ref: K-631

RECEIVED
27 1974

NOTED
R. L. SCHROEDER

corr 21-
[illegible] ville
[illegible]
dp.

September 4, 1974

Mr. Art Downing
Citizens Committee for the Preservation
of the Rural Environment of the Williams
Highway Area
2160 Fish Hatchery Road
Grants Pass, OR 97526

615-J
580-S

Dear Mr. Downing:

This is to acknowledge receipt of a letter dated August 1, 1974 signed by you and others representing the "Citizens Committee for the Preservation of the Rural Environment of the Williams Highway Area."

The letter has been entered into the record of proceedings for the Grants Pass-New Hope Road Section, Jacksonville Highway Project and will be considered in the evaluation of the testimony.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: C. W. Head
A. E. Johnson
C. W. Head
E. S. Hunter
R. L. Schroeder
Gary Potter
V. D. Wolfe
Al Shirley, Jr.

GAP:SC:sz cm

RECEIVED STATE HWY ENGR
AUG 5 '74
REFER TO [illegible]
FOR
Info
Inves
☒ R/D
D/R
Sign
Act
File

2169 Fish Hatchery Road
Grants Pass, Oregon 97526

August 1, 1974

F.B. Klaboe
Department of Transportation Commission Services
Room 121
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

We would like to have this letter entered into the record as a protest by people of the Citizens Committee for the Preservation of the Rural Environment of the Williams Highway area.

****

I. The Environmental Impact Statement prepared for the "Grants Pass-New Hope Section of Jacksonville Highway, Josephine County, Oregon" is inadequate and therefore the plans to build this highway are in violation of both the National Environmental Policy Act and Senate Bill 100.

Specifically, the "consequences" of building this road are not adequately considered as called for in EPA "Interim Regulations" #6.20 Guidelines for determining when to prepare an impact statement: "Significant effects should include both primary and secondary consequences of short term and long term duration. Secondary consequences result from activities encouraged or induced by the Agency action."

A. The long-term "consequences" of this road will be urbanization of the area. But the long-term "consequences" of this urbanization has not been studied--that is, there has been NO Environmental Impact Statement prepared for the General Plan for the Josephine County Urbanizing Area. Since the Environmental Impact Statement prepared for the Highway is based entirely on the General Plan, the Statement is invalid, unfair and illegal--the Plan is only the opinion of the developers, planners and commissioners rather than the opinion of the people expressed through some form of public review required by NEPA and Senate Bill 100.

B. In this connection, I would like to quote the General Plan for the Fruitdale-Harbeck area regarding prime farmland. "In view of urbanizing pressure, the occurrence of even prime agricultural land is no longer a development factor." The long-term consequences of developing prime farm land are not considered in the EIS for this highway. Also, this seems in direct violation of Senate Bill 199 which requires that counties comply with "interim" land use goals provided in ORS215.515--one of which is to preserve prime farm lands for the production of crops.

RECEIVED
AUG 6 1974
Office of
Assistant State Highway Engineer

ORIGINAL TO
Head
8-28-74

C. Furthermore, calling this highway the Jacksonville Highway is giving this road a new name. To our knowledge this has always been called the Williams Highway.

This new name brings to mind several questions.

Question One: Is this the first segment of a new four-lane, approximately 98'wide expressway to Jacksonville?

Question Two: If so, why haven't the people been told about the plans?

Question Three: If this is, in fact, the first segment of a four lane expressway from Grants Pass to Jacksonville, what will the long-term impacts of a highway this size be on the prime farmland of the Applegate valley as well as the impacts on the farmland along the Fruitdale-Harbeck section of Grants Pass?

II. The purpose of the General Plan is to describe how Grants Pass can make an orderly transition from rural to urban life-style. To urbanize smoothly, therefore, is the basic premis of the Plan. This transition on the said portion of the Williams Highway will prohibit the life-style of a significant percentage of the people who now live in the area--the EIS calls these people "smaller residential units or subsistence farmsteads." The EIS continues: "Much of the valley floor and lower slopes are irrigable and many small herds of beef and some dairy cattle are present. Crops range from irrigated pasture to fruit, berries and row crops. Because of the generally small size of the production units it is assumed that many of the ownerships represent hobby farming with the main source of income from outside employment." Subsistence farmers as a class of people are dismissed as hobby farmers. We are not clearly and adequately appraised of what the long-range effects of this road will be. Only after several hours of research did we come to understand what the long-range effect will be on the subsistence farmer--The General Plan envisions a change from rural to urban zoning with anywhere from at least 3 to 6 units per acre (see page B28, EIS); there is even the possibility of apartment sized dwellings of 30 units per acre. Further, zoning regulations for urban areas seriously limit the kinds and numbers of farm animals (see page 19 of the Josephine County Zoning Regulations). Clearly in a city situation, taxes are higher where water, sewer and other facilities must be provided.....In other words, subsistence farmers will be squeezed out of their homes, forced to sell because of urbanization. This is never stated clearly to the people and seems a violation of common decency as well as the basic human rights of a class of people that is entirely unrecognized in either the EIS or the Basic Plan.

In this connection, the planners are apparently unaware that the energy needed to grow food on a mass agribusiness scale and to ship it from California and elsewhere is becoming scarse and expensive. Subsistence farming is a serious endeavor, the value of which is ignored in our development-oriented County Plan. The potential of the Fruitdale-Harbeck area to become a "subsistence farm" area rather than a "urbanized" area is not studied by the EIS or the County Plan..To squeeze out these farmers will have an impact that is as yet unknown on the quality of life in the area.

III. Neither the Environmental Impact Statement nor the General Plan make mention of the possible use of mass transit. Yet the EIS claims that 30-35% of the traffic is local.

If this area does turn out to be the best place to urbanize (which has yet to be established)it is apparent that both Senate Bill 100 and NEPA would require that energy alternatives to the gasoline powered automobile be considered.

IV.A.Since the EIS takes urbanization for granted, it does not even consider other alternatives to solving the actual safety problems along the road. To quote the EIS,the road is "virtually without serviceable shoulders and is intersected with numerous driveways"... There are no alternatives posed to solve these problems other than three different corridors for a four lane, approximately 98' expressway. This certainly seems like a choice that is slanted in a very clear direction. "You people can have a major highway in Corridor 1, 2 or 3 or no action at all..."--thus leaving us no alternatives to solve the road problems, the safety problems except the ones chosen by the Highway Department.

B. Further, traffic projections are estimated to go from 5,000 cars in 1971 to 15,000 in 1991.

Question One: What are these projections based on?

As we have already stated, we believe that it has NOT AS yet been established according to the intent and letter of NEPA and Senate Bill 100, whether or not this area is land that would best be "urbanized"; therefore, the traffic projections based on this assumption are erroneous and misleading.

In conclusion, we request that each question in this letter be seriously considered; that all plans for this highway be postponed until right and proper action be taken to correct the inequities mentioned.

We would also like to ask that you advise us of any administrative procedures that we should be aware of in order to make our protest as procedurally correct as possible.

Thank you for your attention. Would you please incorporate this letter into the record.

Very truly yours,

Art Downing

Art Downing

Paula Ajay

Paula Ajay

James A Lairson

James Lairson

Pat Lairson

Patricia Lairson

People of the Citizens Committee for
the Preservation of the Rural
Environment of the Williams Highway
Area...

CC: Henny Richmond, Catherine Campbell, Bill VanDyke, OSPIRG.
Larry Williams, Director, Oregon Environmental Council
Arnold Cogan, Director, Land Conservation and Development Commission
William Hutchinson, Northwest Environmental Defense Center
John Dellenback, Congressman
Mark Hatfield, Senator
Anne Basker, County Commissioner
Margaret Wood, Wilderness Society
Tom McCall, Governor
Joel Shot, Energy Advisor to the Governor
Hurlon C. Ray, Environmental Protection Agency, Region X
Gary Scott, Rogue Valley Council of Governments

8688.

8

July 18, 1974

536-J
3676-K

Mr. T. E. Gilmore

Murphy, OR 97533

Dear Mr. Gilmore:

Your suggestion for relocation of the Jacksonville Highway between Grants Pass and Murphy has been studied by the Highway Division in the past. Subsequent analysis and public input through corridor hearings have determined that the improvement should be made on the existing highway between Grants Pass and New Hope Road.

The Highway Division currently has a hearing scheduled for July 24 and 25, 1974 to review the design proposal for this section. If you have some new input on the corridor, it would be appropriate for you to submit it at this hearing even though the existing route has been approved and the current hearing is scheduled to hear matters in regard to the design for the highway.

Very truly yours,

E S Hunter for

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
E. S. Hunter
V. D. Wolfe
Alfred Shirley, Jr.

GW:ko cm

Murphy, Oregon.
June 27, 1974.

State Highway Commission,
Salem, Oregon.

Gentlemen;

Some two years ago I wrote you concerning a change in the section of highway 238, or Jacksonville highway, from Grants Pass and the New Hope junction, and continuing on toward Murphy.

My suggestion was to start an alternate highway at the junction of the Harbeck road and Union Avenue, follow the Harbeck road to a point near the school, then continue South behind all the resideltial section to a low gap in the hill, continuing to the North and East of the golf course, contacting the present Jacksonville highway at the top of the hill two miles North of Murphy. This route would intail very little right-of-way expense as this route has nothing but brush covering it and would shorten the route from the Applegate Valley residents to Grants Pass with an apparent almost even grade and relieve the section of 238 of the larger portion of traffic on the section of the present route between the New Hope junction and Grants Pass. This would eliminate the large expense of right-of-way on that section now planned to be widened to a four lane highway, because the present two lane highway would easily carry the traffic from New Hope as well as that part of 238 from the New Hope junction and the junction of the new proposed highway at hill two miles north of Murphy. It is my opinion that the present Jacksonville highway would carry all the then using it with the elimination of the Applegate Valley traffick. It is also my opinion that this new proposed highway would considerably shorten the distance from Murphy to Grants Pass.

I have talked with a great number of people about this change and they are all enthusiactic about it and thimk it would be a money saver as well as a benefit to the highway users.

Maybe you have investigated the matter and found it unpractical. If so, then there is no further to be done.

NOTED
A. E. JOHNSON

Sincerely,

T E Gilmo

RECEIVED
STATE HWY ENGR
JUN 28 '74
REFER TO Hunter
FOR

Info	[illegible]	[illegible]	DIR	Sign	Act	File
		X				

RECEIVED
JUL 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8618 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 21, 1974

FROM: Victor D. Wolfe
Location Engineer
Victor D Wolfe

TO: Alfred Shirley, Jr.
Regional Engineer

SUBJECT: New Hope Road-Humberd Lane Bikeway
Jacksonville Highway
Josephine County

NOTED
E. S. HUNTER

My people have reviewed Purdy's study of the subject bikeway and recommend that a Class I facility be adopted.

Would it be possible for your right of way people to make unofficial contact with the people involved in the necessary right of way to ascertain whether there would be violent objection or if they would be willing to negotiate so that the facility can be constructed.

VDW:mc

cc E. S. Hunter ✓

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

June 12, 1974

SUBJECT: New Hope Road - Humberd Lane Bikeway
Jacksonville Highway
Josephine County

To: Victor D. Wolfe
Location Engineer

Earl Purdy has investigated extending the planned Grants Pass-New Hope Road bikeway to Humberd Lane, a distance of 1.6 miles. Purdy's reconnaissance is based on a Class I fully separated facility 8 feet in width and is estimated to cost $90,000 or $56,300 per mile. Additional right of way will be needed to accomodate this design. The total project cost, including right of way, is estimated at $120,000 or $75,000 per mile.

This office investigated the feasibility of providing a Class II (two way) curb separated bikeway and Class III bike lanes along the existing highway. The highway now has two 11-foot travel lanes and 1 to 2-foot shoulders. The Class II alternate would retain present travel lane width and provide a 4-foot highway shoulder and a 7-foot bikeway at an estimated cost of $130,000 or $81,300 per mile. The Class III facility is based on a 38-foot top width surface incorporating 12-foot travel lanes, 1-foot shy distance each side and two 6-foot bike lanes at $91,300 per mile totaling $146,000.

The reasons for the high costs involved with the Class II and Class III alternates is the extensive drainage ditch modification required, and the lack of usable shoulder width at present.

This bikeway would primarily serve commuting school children and has a substantial amount of local citizen support. It is recommended the Class I facility be adopted for this 1.6 mile extension of a planned bikepath.

W. H. Wakerlig
Assistant Bicycle Route Engineer

WHW:ko

REFERRED TO
McClure
By Location Engineer

DISCUSS

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 20, 1974

Board of Commissioners
Josephine County Courthouse
Grants Pass, Oregon 97526

Attn: Hon. George A. Calvert
Chairman

Grants Pass City Council
City Hall
Grants Pass, Oregon 97526

Attn: Hon. Gordon Christianson
Mayor

Gentlemen:

The Oregon State Highway Division has proposed plans for a future project on the Grants Pass-New Hope Road Section of the Jacksonville Highway (ORE238) lying partially in or near the City of Grants Pass in Josephine County, Oregon.

The proposal consists of right-of-way acquisition, widening of the existing two-lane facility to a four lane curbed highway, 68 feet between curbs, with seven-foot paved walkways on both sides to be used jointly as a pedestrian walkway and bikepath. The proposed project lies between the Redwood Highway Interchange and the crossing of the Highland Canal, just south of New Hope Road.

On December 7, 8 and 9, 1971, the Highway Commission held informal and formal corridor hearings in Grants Pass on the subject project. From these hearings, a corridor was selected and received approval from the Oregon Transportation Commission on January 30, 1974.

This is to advise you that informal informational design sessions will be held in Room 100, Josephine County Courthouse, in Grants Pass between 2:00 p.m. and 10:00 p.m. on Wednesday, July 24, 1974, and again between 10:00 a.m. and 5:00 p.m. on Thursday, July 25, 1974, with State Highway Division engineering and right-of-way personnel present to discuss various matters, including relocation assistance programs, with persons who may be affected by the project.

REFERRED TO Wills
By Location Engineer

NOTED
W. H. TEBEAU

RECEIVED
JUN 24 1974
LOCATION

Pursuant to state statutes and federal regulations, a formal public hearing pertaining to the design features will be held in Room 100, Josephine County Courthouse in Grants Pass, on Thursday, July 25, 1974, beginning promptly at 7:30 p.m. Right-of-way and construction schedules will be discussed and opinions and views accepted at this formal hearing, with an additional ten days allowed for further written statements or comments. A statement pertaining to the project from you or other interested persons would be appreciated at the hearing.

A statement regarding the environmental effects this proposed project will have on the area will be available in the State Highway Division's Region 3 Office, 1523 S.E. Cobb Street, Roseburg, the District Engineer's Office, 2692 N. Pacific Highway, Medford, and also at the hearings for review and information.

In order that all interested persons may be informed of the proposed plans, the Highway Division will have a public notice published in the appropriate newspapers in the vicinity on Wednesday, June 24, 1974, and on Wednesday, July 17, 1974, or the nearest publication date thereto.

If a meeting or further information is desired pertaining to details regarding this matter, please notify this office immediately; telephone 672-6541, Ext. 241, Roseburg.

Very truly yours,

M S Harris

For: ALFRED SHIRLEY, JR.
Regional Engineer

Attachment

d

TRANSACTION NUMBER 6-4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTM
OREGON

BY (Signature)
L. W. RULIEN'S M

TITLE
PROJECT MANAGEMEN

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1*
ITEM NOS. ________ THRU ________

STAGE 2
ITEM NOS. 177 THRU ________

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (S
					LOCATION
177	US-17-053(1)	1.4	13,500	10,500	GRANTS PASS - NEW HOPE ROAD SECTION. JOSEPHINE COUNTY-STATE OF OREGON.

NOTED
E. S. HUNTER

RECEIVED
JUN 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5-29-74

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN DESIGN APPROVAL AS AN URBAN PROJECT.

6-3-74
orignal to L. W. Rulie

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 5-29-74	SIGNATURE AND TITLE G. L. GREEN, DIVIS

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as cr tion on the part of the Federal Government to provide Federal funds for the undertaking.

8888

FORM PR-48
(Rev. 8-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 5-29-74
BY (Signature) L. W. RULIEN'S MAY 22, 1974 LETTER	
TITLE PROJECT MANAGEMENT ENGINEER	

ASS OF FEDERAL FUNDS

FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

	STAGE 2 ITEM NOS. 177 THRU		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION	WORK
	1.4	13,500	10,500	GRANTS PASS - NEW HOPE ROAD SECTION. JOSEPHINE COUNTY-STATE OF OREGON.	PRELIMINARY ENGINEERING.

NOTED
E. S. HUNTER

RECEIVED
JUN 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAY 30 '74
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY
IN DESIGN APPROVAL AS AN URBAN PROJECT.

6-3-74
orignal to L. W. Rulien

RECOMMENDED GNATURE AND TITLE	DATE 5-29-74	APPROVED SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
eral Government to provide Federal funds for the undertaking.

GPO 915.690

CON 21-
Jacksonville
Sp.
S.P. - New Hope

May 22, 1974

TO	G. L. Green, Division Engineer Federal Highway Administration
FROM	L. W. Rulien Project Management Engineer
SUBJECT	Program Data Submission Project US-17-053(1)

We are submitting program data for one preliminary engineering project, Item No. 177, Project No. US-17-053(1), which we desire to have included in the Federal-Aid Urban Extension Highway program.

We further request, concurrent with your approval of the program authorization to proceed with all phases of preliminary engineering.

Design approval will be granted under the Secondary Road Plan.

Enclosed are copies of State Clearinghouse and District 8 Clearinghouse approval letters dated November 8, 1971 and December 23, 1971, respectively.

Enc.

CL:dg

FORM PR-1
(REV. 4-61)

FEDERAL-A

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

5-22-74

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* St. Rd. Redwood Hwy. Intchge. to SW 1.4 mi. 21 65	**ADT**	PRESENT 6,200	FUTURE 10,500 (66) (70

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	(74

CARD 4	CLASS OF FEDERAL FUNDS Urban	COUNTY NAME
	NAME OF URBAN AREA Grants Pass 17-31	ROUTE NO. S FEDE 17

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJ TOTAL ESTIMATED COST	FEDERAL FU
5										
1	(14-15)	(16	41	42	43 48	53		(54) (58)	(59) (66)	(67)
5					**PE**		St. Rd. Redwood Hwy. Intchge. to SW 1.4 mi.	1.4	13,500	10,500
5					**ROW**		(Grants Pass-New Hope Rd. Section)			
5					**CONST** (CODE)					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.4	13,500	10,500
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

74

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
4 mi. 65	**ADT**	6,200	10,500 (66) (70)	94 (71) (72)	10	Oregon	41 (2) (3)	032 (4) (9)	177 (14) (18)

PV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	(70)	(71)	(72) (73)	(74) (75)	US- 14 23	17-053 7	(1) 13	(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
	Josephine	033 (14) (16)	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	17-053 (32)	272 (36)	(37) (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
1.4	13,500	10,500	3,000		P.E. all phases including PS & E preparation & P.E. by utility forces.
					(Future 4 - 12' lanes HT pave. 16' median and 10' shoulders.)
					ROW - 95' min. access control - partial; parking restrictions - none
1.4	13,500	10,500	3,000		
	(16) (23)	(24) (33)			

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48908-P61

GRANTS PASS - NEW HOPE ROAD SECTION
Project No. US-17-053(1)

Existing Facility:

Roadway: 24' A.C. surface with 4' shoulders.

Adjacent Sections:
N. End: Interchange with Redwood Highway constructed under Project U-131(19).
S.W. End: 24' bituminous surface with 4' shoulders.

Project Data: The work under this project includes all phases of preliminary engineering includin preparation and preliminary engineering by utility forces as required for the proposed future cons 4-lane facility with 16' median and 10' shoulders.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None in

Public Hearings: Corridor public hearing held December 9, 1971. Opportunity for a design hearing and held if requested.

Approvals: The location was approved under the provisions of the Secondary Road Plan on May 1, 19

A-95 Review: State and District 8 Clearinghouse letters of approval dated November 8, 1971 and De respectively.

Environmental Statement: Final Environmental Impact Statement accepted by the Secretary of Transp September 25, 1972.

Data for PR 37:

Preliminary Engineering	
Field Work	$ 5,000
PS & E Preparation	8,500
Total	$13,500

NOTE: A. This project is in Congressional District No. 4

B. The FAS route No. was changed from 17001 to 17053, thus previous correspondence was submitted under Project No. S17001() as a reference.

NTS PASS - NEW HOPE ROAD SECTION
Project No. US-17-053(1)

with 4' shoulders.

Redwood Highway constructed under Project U-131(19).
surface with 4' shoulders.

this project includes all phases of preliminary engineering including P.S. & E.
gineering by utility forces as required for the proposed future construction of a
n and 10' shoulders.

oads, Water Developments, Historical and Recreational Areas: None involved.

lic hearing held December 9, 1971. Opportunity for a design hearing will be offered

pproved under the provisions of the Secondary Road Plan on May 1, 1973.

ct 8 Clearinghouse letters of approval dated November 8, 1971 and December 23, 1971,

l Environmental Impact Statement accepted by the Secretary of Transportation on

ing

Work	$ 5,000
E Preparation	8,500
Total	$13,500

Congressional District No. 4

was changed from 17001 to 17053, thus previous
submitted under Project No. S17001() as a reference.

8688 8

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 20, 1974

TO MEMO TO THE FILES

a D Olson

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT Grants Pass-New Hope Road
Jacksonville Highway
Josephine County

NOTED
E. S. HUNTER

The typical section used for this survey was four 12 foot lanes, a 4 foot median, 10 foot shoulders and a 5 foot berm each side, giving 41 feet from the centerline to the edge of berm. Right-of-way is critical, with scattered houses along the route, irrigation facilities, etc. and taking additional width has been indicated to be avoided if at all possible.

The narrative report of survey recommended that consideration be given to revising the typical section to provide a left turn lane throughout and that a walk-bikeway be provided each side in response to requests at the hearings and later.

After discussion with Vic Wolfe, Jim McClure, and George Wills the following typical was evolved. Four 12 foot lanes, a 14 foot left turn median area, 3 foot shy to the curb and 8 foot berms. This gives 42 feet from centerline to the edge of the berm. The 8 foot berm is intended to provide 2 feet for mail boxes, 5 feet for walk-bikeway (with 7 feet available between mailboxes) and one foot outside the walk for support. Utilities would presumably be set at least a foot outside of the berm to give lateral clearance for the bicycles.

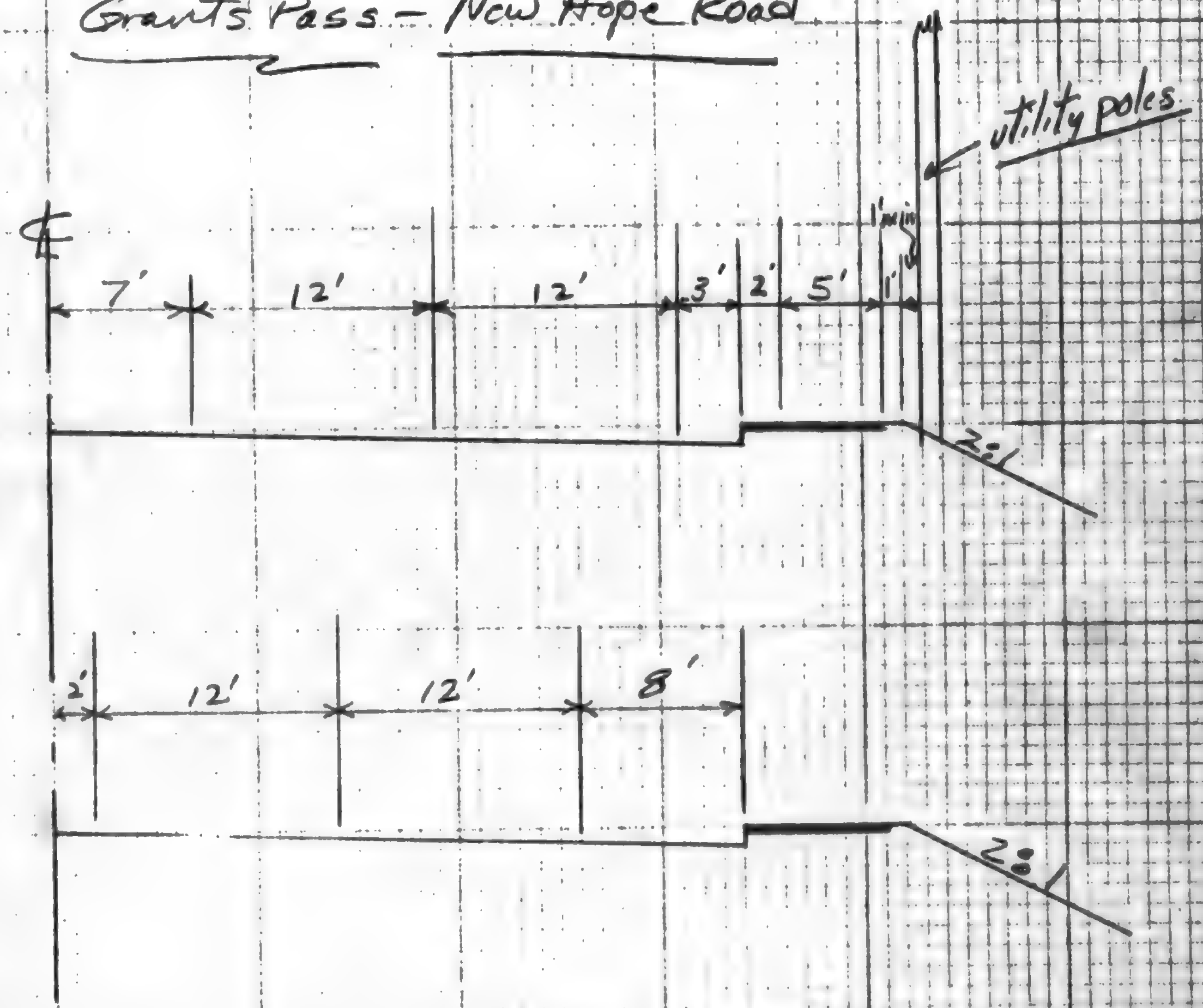
Vic discussed this with Ed Hunter who agreed to accept an 8 foot shoulder (AASHTO minimum) if the full length left turn lane is not used. (Four 12 foot lanes, 4 foot median, and 8 foot shoulders)

Hearing data will be prepared on the basis of the revised typical section, using the left turn lane all the way.

ADO:we
cc: E. S. Hunter
Victor D. Wolfe
A. E. Shirley

RECEIVED
MAY 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Grants Pass - New Hope Road



8688

9

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 8, 1974

Mrs. Janice L. Curry
258 Morris Lane
Grants Pass, OR 97526

NOTED
E. S. HUNTER

Dear Mrs. Curry:

This is in response to your recent letter to Mr. Stathos regarding a bikeway along the Jacksonville Highway.

The proposed highway improvement project from the Grants Pass city limits to New Hope Road is in the preliminary design stage. I am happy to say that bicycle/pedestrian facilities have been incorporated into the design that will be presented at a public hearing tentatively scheduled for mid summer. All comments received at the hearing will be carefully reviewed before a final decision is made and plans prepared.

The field investigation for extending the bikeway to Humbert Lane has been completed and the data is being evaluated. It appears that additional right of way will be necessary for this facility which will also require a public hearing before a final decision can be made.

Thank you for your continued interest.

Very truly yours,

Victor D. Wolfe
Location Engineer

WNH:jp
cc E.S. Hunter
Don Stathos

RECEIVED
MAY 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

p. Jim
Highway Dept — Salem

Dear Jim, Would you have somebody write this Lady. Thks. Don Stathos

April 1, 1974
Mrs. J.L. Curry
258 Morris Lane
Grants Pass, Oregon
97526

RECEIVED
APR 17 1974
LOCATION SECTION

Dear Mr. Stathos,

I just heard on the T.V. that you were invited to Wisconsin to tell them how to build a series of bikeways. I thought perhaps you could help us in that area first.
Many of we parents and concerned citizens living on and around Williams Hwy #238 (the state calls it the Jacksonville Hiway) just outside of Grants Pass have been trying in vain to get the state to install a bikeway from the Grants Pass city limits out to Humb erd Lane, a strip of hiway about three miles long, They plan to widen said hiway in the near future and we don't feel it would be such a problem to install one then. There are two schools located on this strip with a total enrollment of approximately 1,000 children. Many of these children would utilize such a bikeway as would their parents and others. The hiway is very narrow and has virtually no shoulders. One man was hit and seriously injured just a couple of months ago and we fear worse.

We have written many letters to the powers that be, but all they will tell us is that it is being considered. We have taken up petitions etc. but to no avail. Is there anything you could do to help us? Any help in our direction would be greatly appreciated.

Thank you.

Sincerely,
Mrs. Janice Curry

Safety Chairman
AllenDale Grade School P.T.A.
South Junior High SchoolP.T.S.A.

4-15-74

Mrs. Curry,
thanks for

this Lady. +Mrs. Don Stathos

April 1, 1974
Mrs. J.L. Curry
258 Morris Lane
Grants Pass, Oregon
97526

RECEIVED
APR 17 1974
LOCATION SECTION

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We have written many letters to the powers that be, but all they will tell us is that it is being considered. We have taken up petitions etc. but to no avail. Is there anything you could do to help us? Any help in our direction would be greatly appreciated.

Thank you.

Sincerely,
Mrs. Janice Curry
Safety Chairman
AllenDale Grade School P.T.A.
South Junior High School P.T.S.A.

4-15-74

Mrs. Curry,
thanks for your letter & your comments
have forwarded your

Letter to the highway dept. for consideration

We are also working for a path between Jacksonville & Medford

Sincerely,

Don Stathos

(no secretary)

9688 272

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 23, 1974

SUBJECT: Grants Pass-New Hope Road Section
[redacted]
Josephine County

To: Mr. J. H. Versteeg
Road Design Engineer

Attention A. D. Olson

The typical section on the subject section has been reviewed and is satisfactory, the only question being how the pavement should be striped. It is my opinion that it should be striped with parking, with the parking eliminated where left-turn refuges at intersections are necessary.

It is the desire of the Region to stripe a continuous refuge and no parking. Either way, the curb-to-curb should be revised.

The alignment was based on a careful evaluation of effect on abutting properties. The irrigation facilities and drainage details were worked out in consultation with my Hydraulics Unit.

After review of the project in preparation for the design hearing, any changes you feel should be made should be reviewed with Mr. Wills since he, the Region and Resident Purdy went over the job very carefully in the field.

Victor D. Wolfe
Location Engineer

VDW:mc

1 Versteeg J
ll copy A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout R

RECEIVED
APR 24 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receive & Keep
Do not file
Return
Bring up
Other

8688 8

April 11, 1974

Mr. and Mrs. Claude Price
2493 Williams Highway
Grants Pass, Oregon 97526

Dear Mr. and Mrs. Price:

Grants Pass-New Hope Road Section
Jacksonville Highway (formerly
Williams Highway)
Josephine County

Your request for early purchase of your property has been received and will be given priority as soon as we are in a position to start our acquisitions. We hope to hold our Design hearing in June or July and should be able to consider purchases shortly after, assuming acceptance of the route as proposed.

We regret the inconvenience that this matter has caused you and others and will do what we can to expedite your file as soon as the route is cleared.

Since there is always the possibility of extensive delays or non-acceptance of the route, I caution you not to make commitments on other property based on our expressed intentions. Unfortunately we have had people do this in the past and cause themselves real problems. There will be ample time for making other arrangements after you are certain of the situation.

If you have any questions on this matter in the future, please direct your correspondence to Right of Way Supervisor, Oregon State Highway Division, P. O. Box 1128, Roseburg, Oregon 97470.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ADO:tk jf
bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
John Oakes w/att.
A. Shirley, Jr. w/att.
Virgil Wilson w/att.

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

SUBJECT:

To:

April 9, 1974

Ed Hunter, Assistant State Highway Engineer

ADOlson

A. D. Olson, Preliminary Design Engineer

Sub: Hardship Request
Grants Pass - New Hope Road
Jacksonville Highway
Josephine County

Attached is a request for advance purchase and a rough draft of a reply, delaying purchase until after Design hearing. I am advised that there were several people interested in early purchase during the Right of Way liaison contacts and that these were discouraged until after the Design hearing.

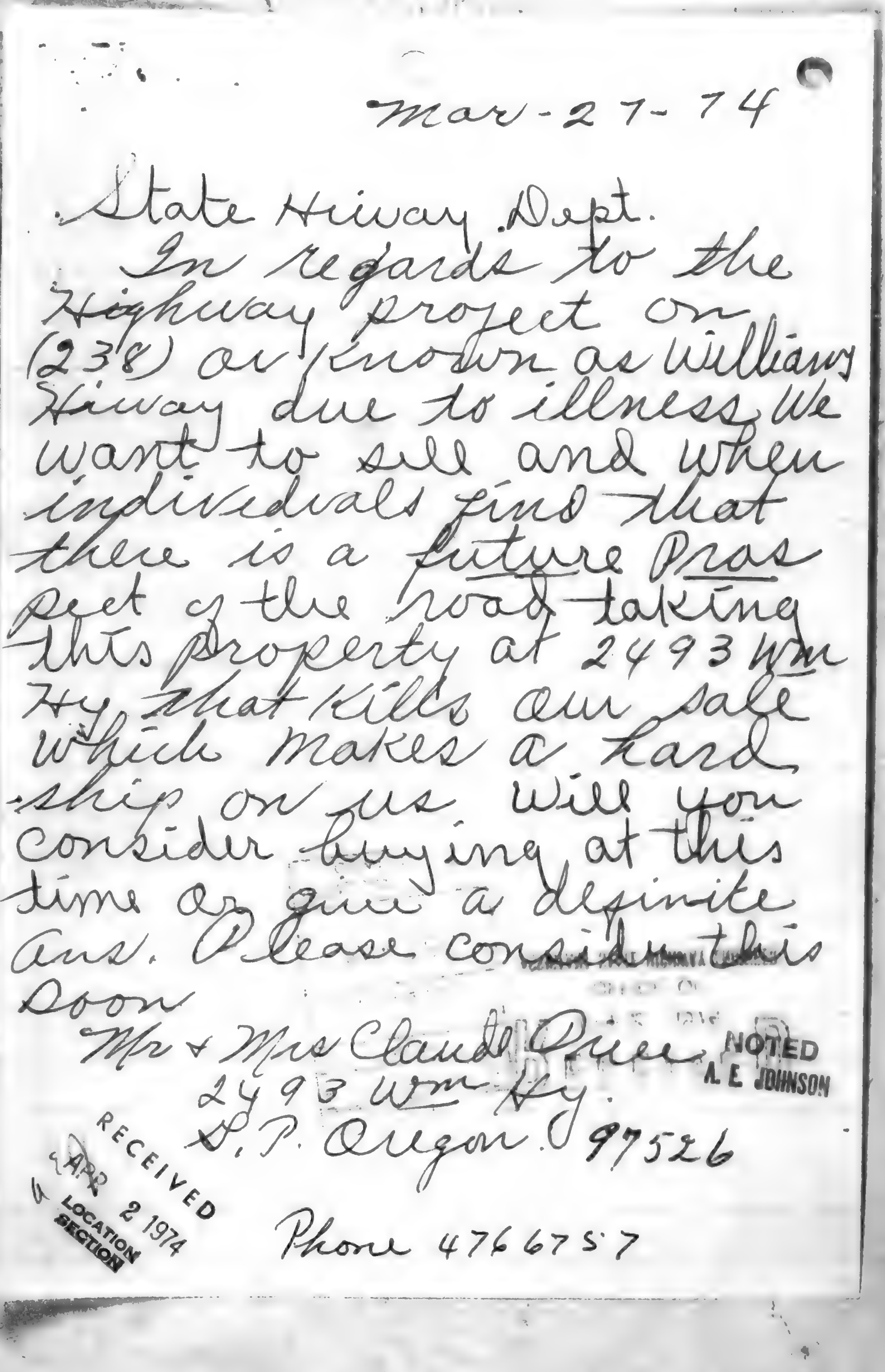
A corridor hearing was held, EIS approved and location approval received. The field data is in the Location Section and a Design hearing tentatively set for June of this year. The project is on Program 12 and is shown on the Contract Schedule under the "later" category.

The liaison report indicates a $14,000 taking from a $16,000 property. On this basis, if we make an early purchase, we should make a total taking to hedge against design changes.

If you have a question or believe this delaying action inappropriate please contact me.

ADO:tk
Attachment
cc: V.D. Wolfe

RECEIVED
APR 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



Mar-27-74

State Hiway Dept.

In regards to the Highway project on (238) or known as Williams Hiway due to illness, We want to sell and when individuals find that there is a _future_ Prospect of the road taking this property at 2493 _Wm_ Hy that kills our sale which makes a hardship on us Will you consider buying at this time or give a definite Ans. Please consider this soon

Mr + Mrs Claude Price
2493 _Wm_ Hy.
G. P. Oregon 97526

Phone 4766757

NOTED
A. E. JOHNSON

RECEIVED
APR 2 1974
LOCATION SECTION

8688

272

Salem, Oregon

April 9, 1974

Ed Hunter, Assistant State Highway Engineer

A D Olson

A. D. Olson, Preliminary Design Engineer

Sub: Hardship Request
Grants Pass - New Hope Road
Jacksonville Highway
Josephine County

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ADO:tk
Attachment
cc: V.D. Wolfe

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout A

RECEIVED
APR - 9 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8688

8

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

M. Joseph Roley
1550 Williams Highway
Grants Pass, OR 97526

March 27, 1974

NOTED
E. S. HUNTER

Dear Mr. Roley:

Your letter of March 25 addressed to Frank M. North has been referred to this office for a reply.

As you are probably aware, the field location for the proposed reconstruction of the Grants Pass-New Hope Road Section of the Jacksonville Highway has been completed. I believe you are also aware that the corridor route for that section has been approved by the Oregon Transportation Commission. However, it is still necessary to hold a public hearing on the design and, as of this date, that hearing has not yet been scheduled.

Attached you will find a map that shows the proposed new right of way line as it affects your property. However, because the final design has not been decided, this would have to be considered as only tentative.

I regret that I am unable to give you more positive information but I have to be completely honest and say that this has not been decided.

We will keep you advised of any change of which this office is aware. When the public hearing is scheduled, you will be given ample notice through the news media in the Grants Pass area.

Very truly yours,

[illegible]RLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

RECEIVED
MAR 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

AS/cw
Attach.

cc E. S. Hunter ✓
F. M. North

8688

8

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
January 24, 1974

SUBJECT: FAS System Designations
Urban Areas

To: Regions 1, 2, 3, 4 & 5
and Metro

Revision of urban boundaries and urban Federal Aid systems are now in process. FAS Routes after June 30, 1976 will be restricted to rural areas. FAS funds are now restricted to expenditure in rural areas.

The only reason for retaining FAS routes on the FAS system until June 30, 1976 would be for the planned expenditure of Urban Extension Funds.

The following FAS projects are planned to be constructed with urban extension funds during 1974-75-76 fiscal years:

Region 2	Airport Road-Lancaster Drive North Santiam Highway (FAS 121)
Region 1 Metro	Allen Avenue Intchge. Section and Denny Road Intchge. Section Beaverton-Tigard Highway (FAS 628)
Region 3	Grants Pass-New Hope Road Jacksonville Highway (FAS 17-011)

These FAS routes should be retained on the FAS system. The balance of FAS routes within urban areas should be considered as candidates for inclusion in the Urban System or possibly the FAP system.

H. S. Cox
County and City Engineer

By

Richard Unrein

Richard Unrein
Urban Engineer

RECEIVED
JAN 25 1974
Office of
Assistant State Highway Engineer

RU:ljt
cc: F. B. Klaboe
R. L. Schroeder
L. H. Young

NOTED
R. L. SCHROEDER

8688

8

December 21, 1973

Mr. Ray Colson, Chairman
Josephine County Safety Council
Post Office Box 1187
Grants Pass, Oregon 97526

Dear Mr. Colson:

Mr. Wolfe, Location Engineer, who is responsible for the bicycle program, advises me he has replied to your identical request to him to the effect that bicycle/pedestrian facilities will be included on the Grants Pass-New Hope Road Section of the Williams Highway. He is also investigating the feasibility of extending the facility to Humberd Lane.

As Mr. Wolfe pointed out to you, this extension will have to be analyzed on the basis of predicted use versus cost and I am certain that if it can be justified, the Highway Division will consider it along with other bicycle/footpath facilities needed statewide. Many of these projects may have to be delayed due to the decrease in highway funds caused by the severe decline in road user taxes brought on by the lack of gasoline.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

VDW:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
A. J. Shirley

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 18, 1973

Mr. Ray Colson, Chairman
Josephine County Safety Council
Post Office Box 1187
Grants Pass, OR 97526

Em 8-2-2
[illegible]

Dear Mr. Colson:

In reply to your letter of November 9, which did not reach my office until December 12, pertaining to a bicycle path along the Williams Highway, I can advise as follows:

We are at the present time making a survey from Grants Pass to New Hope Road and we anticipate that this project will include bicycle/footpath facilities. We are also studying the feasibility of extending a bicycle/footpath onto Humberd Lane. We cannot at this time guarantee the construction of a bicycle/pedestrian facility beyond the limits of the Grants Pass-New Hope Road Section but will carefully analyze the situation upon completion of our investigation and of course if justified it would be included. This justification, I am sure you understand, would have to be cost vs anticipated usage.

We appreciate your interest in this matter.

Very truly yours,

Victor D. Wolfe
Location Engineer

VDW:mc

bc F. B. Klaboe
E. S. Hunter
A. Shirley

RECEIVED
STATE HWY ENGR
DEC 20 '73
REFER TO
File
Info Invest R/D

Josephine County Safety Council

P.O. Box 1187
Grants Pass, Oregon

November 9, 1973

Mr. Fred Kaboe
State Highway Engineer
140 State Highway Building
Salem, Oregon 97310

Dear Mr. Kaboe:

At a recent meeting of the Josephine County Safety Council, the group decided to take appropriate action to support a proposal for a bicycle trail along the Williams Highway in Josephine County.

The area in question is south of Grants Pass along the Williams Highway, and especially in the vicinity of the Williams-Harbeck intersection. We feel this is a particularly hazardous area, as there is heavy vehicle traffic coupled with the school traffic enroute to South Junior High and Allen Dale Elementary Schools. There is no way to accommodate either foot traffic or bicyclists as there is little or no shoulder on Williams Highway.

We will appreciate any effort which can be extended from your office to alleviate this situation.

Yours very truly,

Josephine County Safety Council
Ray L Colson
Ray Colson, Chairman

RECEIVED
STATE HWY ENGR
DEC 13 '73
REFER TO
Hunter
FOR
[illegible] [illegible] R/D DIR [illegible] Act [illegible]

RECEIVED
DEC 14 1973
LOCATION SECTION

RECEIVED
DEC 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8688.

2

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

REVISED

Section: Grants Pass - New Hope Road
Highway: Jacksonville (FAR 17-053)
County: Josephine
Prefix: 117-1489

Res. Engr. Earl G. Purdy
Approx. Length 1.4± miles
~~Sta.~~ M.P. 0.13± to ~~Sta.~~ M.P. 1.53±
Date December 4, 1973

Mean Truck A.D.T. 572
Traffic Coefficient 9.2
18 kip s. a. per day 151.7

Annual Precipitation 35"± (Grants Pass)
Frost Penetration - - - -
CBE Total Requirement 30.5"

(1)

Typical Soil	
25	LL
5	PI
81	%P 10
57	%P 200
19	% Gravel
9	% C Sand
15	% F Sand
39	% Silt
18	% Clay
7	R Value
A-4	AASHO Classif.

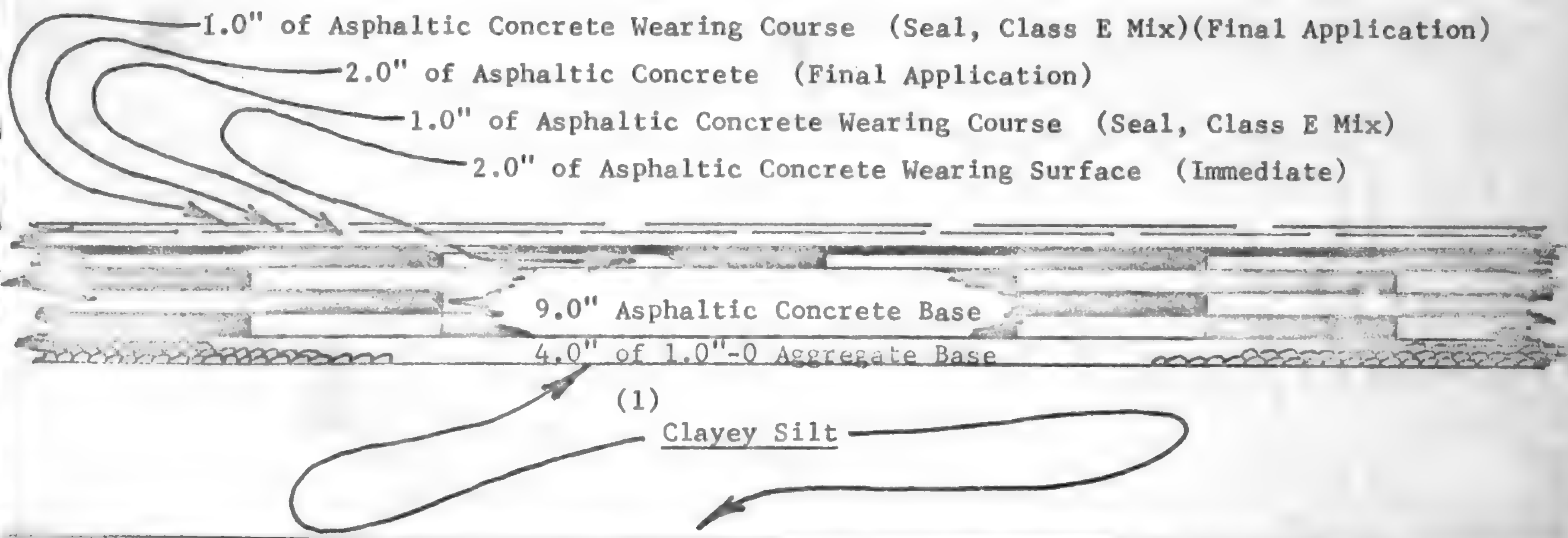
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
---	1.0	A.C.W.C. (F.A.)
4.0	2.0	A.C. (F.A.)
---	1.0	A.C.W.C.
4.0	2.0	A.C.W.S. (I.)
18.0	9.0	A.C.B.
4.0	4.0	A.B.
30.0	19.0	

NOTED
E. S. HUNTER

STRUCTURAL SECTION
NEW WORK


1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)(Final Application)
2.0" of Asphaltic Concrete (Final Application)
1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
9.0" Asphaltic Concrete Base
4.0" of 1.0"-0 Aggregate Base
(1)
Clayey Silt

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 2

Section: Grants Pass - New Hope Road

Highway: Jacksonville (FAR 17-053)

County: Josephine

Prefix: 117-1489

Res. Engr. Earl G. Purdy

Approx. Length 1.4± miles

~~Sta~~ M.P. 0.13± to ~~Sta~~ M.P. 1.53±

Date December 4, 1973

Mean Truck A.D.T. 572

Traffic Coefficient 9.2

18 kip s. a. per day 151.7

Annual Precipitation 35"± (Grants Pass)

Frost Penetration - - - -

CBE Total Requirement 30.5"

(1)

Typical Soil

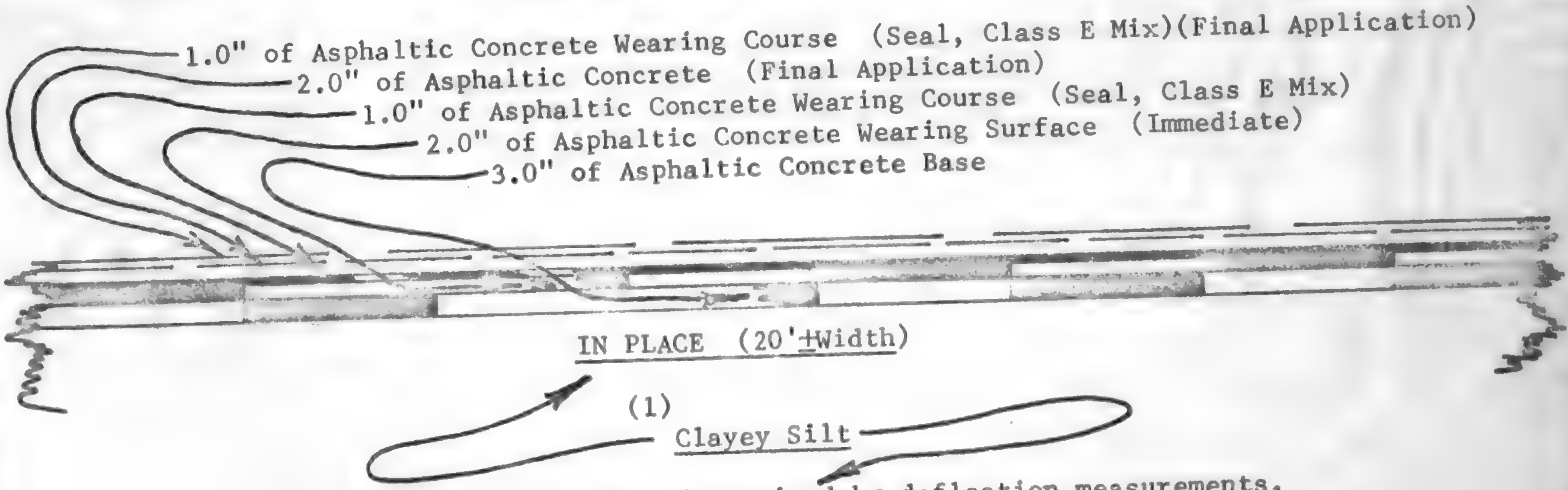
LL
S PI
E %P 10
E %P 200
% Gravel
P % C Sand
A % F Sand
G % Silt
E % Clay
R Value
1 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
	1.0	A.C.W.C. (F.A.)
	2.0	A.C. (F.A.)
	1.0	A.C.W.C.
	2.0	A.C.W.S. (I.)
	3.0	A.C.B.
*	OVER EXISTING ROADWAY	

STRUCTURAL SECTION
EXISTING ROADWAY (Where Utilized)


1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)(Final Application)
2.0" of Asphaltic Concrete (Final Application)
1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
3.0" of Asphaltic Concrete Base
IN PLACE (20'±Width)
(1)
Clayey Silt

* Amount of overlay determined by deflection measurements.

See Page 3 for Remarks.

Submitted by ______ Base Design Engineer

Recommended by ______ Engineer of Materials and Research

Recommended by ______ Location Engineer

Approved by ______ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Grants Pass - New Hope Road

HIGHWAY: Jacksonville (FAR 17053)

COUNTY: Josephine

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	A.C.B.	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	2.0"	8.0"	---	8.0"	28.0"	18.0"
7.0 - 8.0	2.0"	6.0"	---	8.5"	24.5"	16.5"
6.0 - 7.0	2.0"	4.0"	---	9.5"	21.5"	15.5"
4.8 - 6.0	2.0"	---	---	14.0"	18.0"	16.0"
Cars Only	2.0"	---	---	9.0"	13.0"	11.0"

Remarks:

Project Base Design has been revised to update traffic and plan for Stage Construction.

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.9 and a C.B.E. Requirement of 26.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Grants Pass - New Hope Road
HIGHWAY: Jacksonville (FAR 17053)
COUNTY: Josephine

7200 Present ADT (1974)
5.9 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	210	1.7	357	284	450	127,800
3	115	1.7	196	156	1000	156,000
4	10	1.7	17	14	1250	17,500
5	85	1.7	145	115	3180	365,700
6	2	1.7	3	3	2570	7,710
				572	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 674,710
TWENTY YEAR EWL 13,494,200
TRAFFIC COEFFICIENT 9.2

SECTION: Grants Pass - New Hope Road
HIGHWAY: Jacksonville (FAR 17053)
COUNTY: Josephine

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: None made. See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

No cost comparison has been made as this is essentially a widening project utilizing the existing pavement as part of the design. During construction, heavy traffic (including log trucks) is expected, and numerous approaches will have to be maintained. Asphaltic Concrete pavement is more desirable from a construction standpoint for this type of work, and also for stage construction.

8688

9

OREGON STATE
HIGHWAY DIVISION

October 17, 1973

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

Mrs. Jerry Curry
258 Morris Lane
Grants Pass, OR 97526

NOTED
E. S. HUNTER

Dear Mrs. Curry:

This will acknowledge two recent letters that I have received from you regarding the need for a bicycle path along the Williams Highway, south of Grants Pass. You wrote one letter on behalf of the Allendale School P.T.A., and a second similar letter on behalf of the South Jr. High School P.T.S.A. I appreciate your interest in these matters.

I understand that our Location Engineer, Mr. Victor Wolfe, has responded to you on behalf of the Highway Division. I hope the actions he outlined will be satisfactory.

Very truly yours,

L. E. George
Traffic Engineer

RDT:pb

bc: E. S. Hunter ✓
Vic Wolfe
A. J. Shirley

RECEIVED
OCT 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form E-123

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 16, 1973

Mrs. Jerry Curry
258 Morris Lane
Grants Pass, OR 97526

Dear Mrs. Curry:

I have been asked to reply to your recent letter to Mr. Klaboe, who is out of the state, as well as the letters to Mr. George and myself. I know Mr. Klaboe is as concerned as we are over the serious problems facing students cycling along the Jacksonville Highway. As you realize, this situation exists along many highways throughout the state.

I am happy to say that a section of this highway from the city limits of Grants Pass to New Hope Road is currently in the final location stages for widening. Consideration will be given to including a footpath and/or bikeway in the reconstruction of this highway.

Our Regional Engineer in Roseburg will be requested to explore and evaluate the possibility of extending the bikeway to Humbert Lane for possible inclusion in this project.

Very truly yours,

Victor D. Wolfe
Location Engineer

cc F. B. Klaboe ✓

bc E. S. Hunter
L. E. George
Alfred Shirley, Jr. (w/att)

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
OCT 19 73
REFER TO
FOR

Janice Curry
258 Morris Lane
Grants Pass, Oregon
97526

Dear Mr. Klaboe,

I am the former Janice Tozer (now Curry). Your daughter Helen, was and still is a good friend of mine. We went to school together in Roseburg and our children were born and raised together during their early years.

You probably don't remember me, but I remember you and am going to use that connection with our pasts to draw your attention to a current problem that is plaguing many parents like Helen and myself here in Grants Pass.

My husband Jerry and I and our three children moved to Grants Pass seven years ago. We moved onto a little farmette with four acres two miles from town. The grade school is one mile from our house and the Jr. Hi. is one and one-half miles.

The kids loved living in the"country", but as they grew older they wanted bicycles and liked riding to school and their friends houses. But, we live off of Williams Hiway (238) a very narrow two-lane hiway with absolutely no shoulders and a very heavy traffic flow. In short we would like a bike path!

I hear it rumored that the State plans to widen Williams Hiway, which will give us all a welcome relief, but we still feel it necessary for our children to have a bike path to travel on.

If you are ever down this way, please contact me. I would be happy to show you the stretch of hiway in question and point out it's shortcomings.

Thank you for your time.

Sincerely,

Mrs. Janice Curry
Safety Chairman,
Allendale School P.T.A.

RECEIVED
STATE HWY ENGR
OCT 5 '73
REFER TO
Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
OCT 10 1973
LOCATION SECTION

RECEIVED
OCT 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Wolf
To answer for Klaboe.
EH Explain that he is out of town.

South Jr. High P.T.S.A.
350 W. Harbeck Rd.
Grants Pass, Oregon 97526

Dear Sir,

We the parents and students of South Jr. High wish to call your attention to what we consider to be a serious problem.

South Jr. High is located just off of Williams Hwy.(238) It is necessary for most students to travel Williams Hwy. to reach the school. While most students ride the buses, many students do ride their bikes to school and many more would like to but don't because of the unsafe conditions present on Williams Hwy.

I am sure you are aware of the fact that there are no shoulders along said hiway, and that the traffic flow is quite heavy. In short we would like a bicycle path!

Not only students would like to be able to ride in safety, but adults also. Many adults have voiced the desire to be able to ride their bicycles on said hiway, but are simply afraid to.

We hope you will give this letter your consideration and anything you can do on behalf of our request would be greatly appreciated.

Thank you.

Jan Curry

Safety Chairman
South Jr. High P.T.S.A.

RECEIVED
OCT 11 1973
LOCATION SECTION

Allendale School P.T.A.
Williams Hiway
Grants Pass, Oregon 97526

Dear Sir,

Picture this:

A stretch of narrow two-lane hiway with a heavy traffic flow, including cars, logging trucks, freight trucks, etc. Absolutely no shoulders and two schools located on the first mile stretch.

Would you want your grade-schooler or teen-ager riding his or her bike on a hiway such as this?

We don't! And that is the reason for this letter. As parents and concerned adults of children who use this stretch of Williams Hiway (238) from the Grants Pass city limits to Humberd lane, we wish to request that you install a bicycle path along this route.

It has been rumored that the State plans to widen Williams Hiway, which would give us all who use it daily a welcome relief. But we feel it is just as necessary that our children have a bike path to traverse on enroute to school functions, town, etc.

Please give our plea serious consideration.
Thank you for your time.

Sincerely,

Mrs. Jerry Curry
258 Morris Lane
Grants Pass, Oregon
97526
Safety Chairman
Allendale P.T.A.

RECEIVED

[illegible]

LOCATION
SECTION

2688

9

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

August 10, 1973

SUBJECT: Grants Pass-New Hope Road Section
Jacksonville Highway

To: Mr. Earl C. Purdy
Resident Engineer

NOTED
E. S. HUNTER

I will ask Clarence Gregg to review the surface design on subject section and advise you if there are any changes over that which you have shown.

As to a bikeway on the project, the statute says that any time we construct or reconstruct a highway facility we must include a bicycle path unless the cost of establishing such paths would be excessively disproportionate to the need or probable use, or where the construction would be contrary to public safety. A third reason for not constructing is where sparsity of population, other available ways or other factors indicate an absence of any need.

Consequently, you will have to make a determination as to one of the three excuses, or include the bicycle path. We will then review your justification whichever way you decide to go, concur with you or discuss it with you if we don't concur.

As I remember the area, it would appear to me that the way it is built up, you probably should consider sidewalks on both sides, but I will certainly withhold judgment until such time as you make a recommendation.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter (w/att)
A. Shirley "
C. Gregg "
J. D. McClure "
Elliott Parker "

RECEIVED
AUG 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon 97501

DATE August 7, 1973

TO Victor D. Wolfe, Locating Engineer

FROM Earl C. Purdy, Resident Engineer

Earl C. Purdy

SUBJECT Grants Pass-New Hope Road Section
Jacksonville Highway, Josephine County

Please have the Soils Unit review and up-date, if required, the project base and wearing surface thickness. The thickness used by A. L. Chapman in 1967 was; 3½-inches Class "B" A.C., 2-inches ¾"-0 Material in Base, 6-inches Plant Mix Stone Base and 14-inches Stone Base or total of 25½-inches.

Also, is there any recent thinking in regards to the inclusion of a bikeway on the project?

cc: Alfred Shirley, Jr.
Elliott Parker

RECEIVED
AUG
LOCATION SECTION

8688

9

MAY 25 1973

Mrs. Frances Y. Olsen
466 Carrollwood Drive
Grants Pass, Oregon 97526

Dear Mrs. Olsen:

Upon receipt of your letter of May 20, I checked the status of the new survey that may affect your property south of Grants Pass. Our engineers are starting to survey and they do not yet know how the project will affect your property. Mr. L. W. Riley, District Right of Way Supervisor, 1823 S.E. Cobb Street, Roseburg, telephone number 672-6541, can keep you informed as to the status of the project and I suggest you contact him.

For your information, enclosed are copies of our pamphlets "Acquiring Land for Highways" and "Moving Because of the Highway." These provide brief explanations of our policies.

If you need further information, please do not hesitate to contact us.

Sincerely,

George M. Baldwin
Administrator of Highways

Enclosure

cc: F. B. Klaboe
A. E. Johnson
J. B. Boyd
L. W. Riley

JRO:ha bw

Ray
Rt for [illegible]
tw

456 Carrollwood Drive
Grants Pass, Oregon 97526
May 20, 1973

Mr. George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

A news item in the Grants Pass Daily Courier of May 10, 1973 stated that a decision has been made by your agency to improve the Williams Highway (Jacksonville Highway) from Redwood Highway to New Hope Road. It stated that Corridor #1 (the westerly portion) has been selected for this expansion and that about 10 residences and 3 businesses will have to be relocated.

I own and am now renting a residence at 1862 Williams Highway and would like to know if this is one of the properties which will be moved or will be affected in some other way. I also would like to know how the State proceeds in such matters and when properties in this area will be affected.

Since my own plans as well as my tenants' will be affected by these changes, I shall appreciate any information you can give me about this matter as soon as possible.

Thank you.

Yours very truly,

Frances T. Olson
(Mrs.) Frances T. Olson

CC: Mr. Bill Brown
Resident Engineer
State Highway Dept.
P.O. Box 368
Medford, Oregon 97501

RIGHT OF WAY SECTION
RECEIVED
MAY 21 1973
RE ARE ARA PS CA RS
PMS AS CE OS TA F/O
RUE BPS

RECEIVED
MAY 21 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

8688

8

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April ~~10~~ 9, 1973

SUBJECT: Grants Pass-New Hope Road
Jacksonville Highway
Josephine County
Study Report

To:

Mr. E. S. Hunter
Assistant State Highway Engineer

The attached report is being submitted for your approval. If this meets with your satisfaction please forward it to Mr. L.H. Young for further action.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

#1

OK for Appr- request to Feds.
ESH

4-19-73
3 copies to
Young

RDH:jp
Attach

RECEIVED
APR 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

STUDY REPORT

GRANTS PASS-NEW HOPE ROAD
JACKSONVILLE HIGHWAY
JOSEPHINE COUNTY

The following is appended which serves as documentation favoring Corridor No. 1 as the choice for improving that portion of the Jacksonville Highway between the Redwood Interchange in Grants Pass and New Hope Road:

a. Public Hearing Transcript (Dec. 9, 1971)

b. Traffic Section Report

c. Phase No. 1 Relocation Report

The final Environmental Impact Statement was approved by the Federal Highway Administration on August 25, 1972 and is on file.

Analyzing the above documents the following arguments are offered for recommending Corridor No. 1.

1. An overwhelming majority of the testimony received at the public hearing was in favor of Corridor No. 1. Included were the Josephine County Board of Commissioners, School District #7 and other state and local districts and committees.

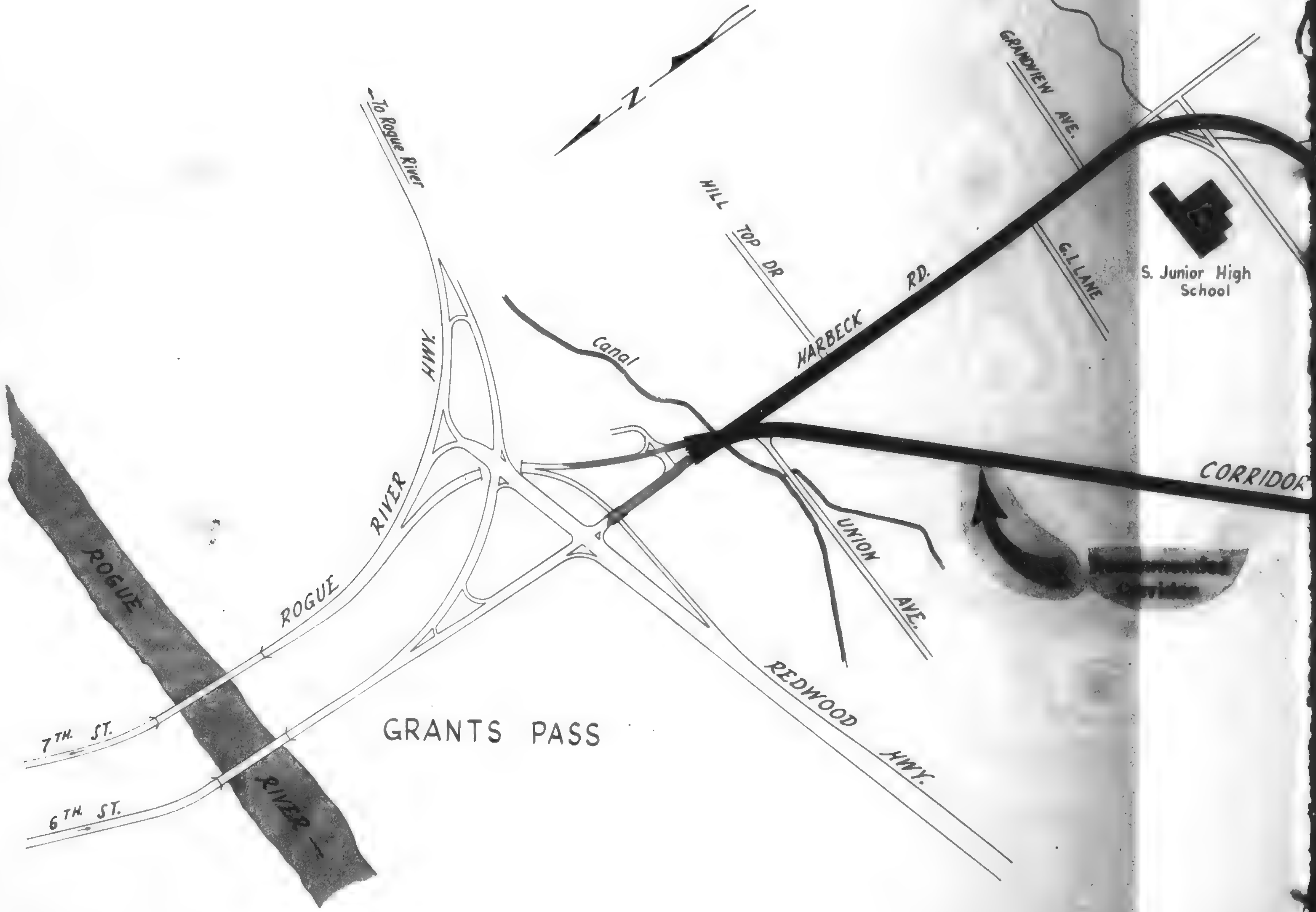
2. Corridor No. 1 has a shorter travel length which would effect a lower road-user cost as well as possessing a lower total cost of $170,000.

3. Fewer homes and individuals would be affected by the adoption of Corridor No. 1.

4. The necessity for maintaining a dual facility would be eliminated by widening the present roadway (Corridor No. 1).

It appears that from engineering facts and the favorable comments of the public, Corridor No. 1 is the logical choice for improvement of this highway between the Redwood Interchange and New Hope Road. The adoption of Corridor No. 1 is therefore recommended.

March 15, 1973


N
To Rogue River
HILL TOP DR
GRANDVIEW AVE.
G.I. LANE
S. Junior High School
HARBECK RD.
Canal
CORRIDOR
ROGUE RIVER HWY.
UNION AVE.
ROGUE
RIVER
REDWOOD HWY.
7TH. ST.
6TH. ST.
GRANTS PASS

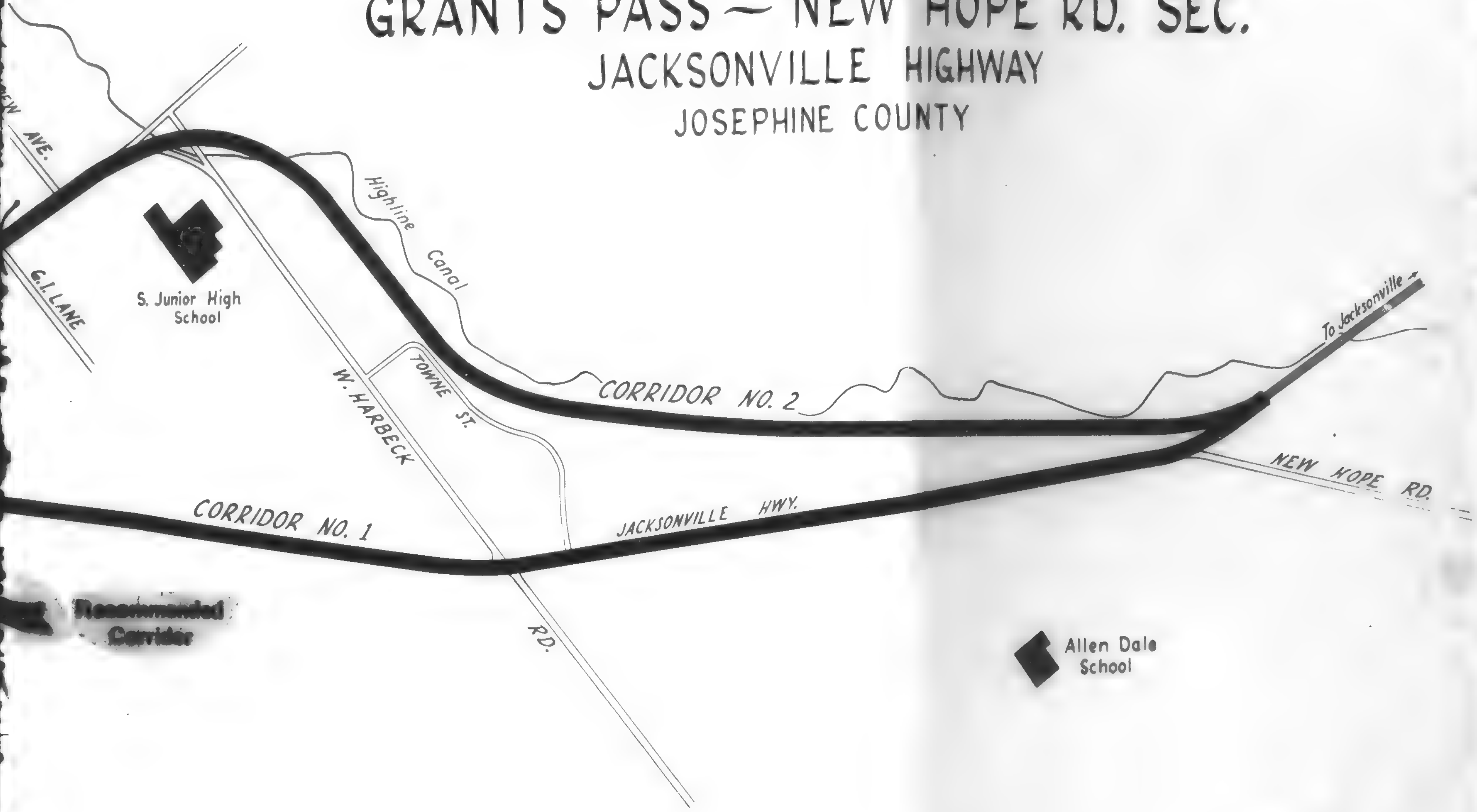
OREGON STATE HIGHWAY DIVISION

CORRIDOR HEARING MAP

GRANTS PASS — NEW HOPE RD. SEC.

JACKSONVILLE HIGHWAY

JOSEPHINE COUNTY



PUBLIC HEARING

7:30 p.m., December 9, 1971
South Junior High School Gymnasium
Grants Pass, Oregon

Re: Grants Pass - New Hope Road Section
Jacksonville Highway
Josephine County

MR. VICTOR WOLFE: Good evening, ladies and gentlemen. We have some things that we do have to read to you and explain to you the proposal. By Federal regulations, we do have to explain to you right-of-way acquisition procedures. If there are any of those of you here this evening who have not had an opportunity to look at the maps with our engineering and right-of-way personnel, they are in the library. Go right out through the door here and right around the corner, then come back and make your statement if you wish.

Further than that, we have been handing out cards during the informational sessions. Statements on those cards will be made a part of the record of the hearing. Statements written on the backs of the cards that are handed out to you tonight will be made a part of the record of the hearing.

And, as I will tell you probably two or three times this evening, you have ten days from today to submit written statements which will also be made a part of the record of the hearing.

Also, all of those of you who fill out your card, your name and address, regardless of whether you wish to make a statement or not, will receive a transcript of the statements made here this evening, the transcript of the hearing.

Also, we will have two gentlemen here this evening with roving mikes. I will look at the cards, call on you. If you will just raise your hand, they will bring a microphone to you so that you do not have to come to the front of the room to make the statement. The reason for the microphone is to be certain that your statement is recorded.

It is 7:30 p.m. December 9, 1971, which time has been established for this public hearing to take statements regarding a corridor for the Grants Pass-New Hope Road Section of the Jacksonville Highway (ORE 238), lying in and near the city of Grants Pass, Josephine County, Oregon.

The proposed project is neither programmed nor funded. Informal informational sessions have been held where you have been able to discuss with State Highway Division engineering and right-of-way personnel problems concerning the choice of a corridor for this segment of the State highway system.

At this time it is necessary that I read into the record ORS 373.015:

"Before the State Highway Commission acquires within any incorporated city any new rights of way, or relocates or abandons any existing state highway within any incorporated city, the Secretary of the Commission shall by letter notify the mayor of the city of the action contemplated by the Commission and if any remonstrances or objections thereto are made by the mayor or the council of such city within ten days after receipt of such letter, the Commission or its designated representative shall hold a public hearing at the City Hall in such city after having first given written notice thereof to the mayor at least ten days prior thereto and, at such public hearing persons who favor or oppose the contemplated action shall be given an opportunity to be heard."

Also, I would like to read to you excerpts from the U. S. Department of Transportation Policy and Procedure Memorandum 20-8, issued as revised January 14, 1969:

"1. PURPOSE

a. The purpose of this PPM is to ensure, to the maximum extent practicable, that highway locations and designs reflect and are consistent with Federal, State and local goals and objectives. The rules, policies, and procedures established by this PPM are intended to afford full opportunity for effective public participation in the consideration of highway location and design proposals by highway departments before submission to the Federal Highway Administration for approval. They provide a medium for free and open discussion and are designed to encourage early and amicable resolution of controversial issues that may arise.

b. The PPM requires State highway departments to consider fully a wide range of factors in determining highway locations and highway designs. It provides for extensive coordination of proposals with public and private interests. In addition, it provides for a two-hearing procedure designed to give all interested persons an opportunity to become fully acquainted with the highway proposals of concern to them and to express their views at those stages of a proposal's development when the flexibility to respond to these views still exists.

4. DEFINITIONS

a. A 'corridor public hearing' is a public hearing that: (1) Is held before the route location is approved and before the State highway department is committed to a specific proposal;

> (2) Is held to ensure that an opportunity is afforded for effective participation by interested persons in the process of determining the need for, and the location of, a Federal-aid highway; and
> (3) Provides a public forum that affords a full opportunity for presenting views on each of the proposed alternative highway locations and the social, economic, and environmental effects of those alternate locations."

Operating under this Federal Highway Administration Policy and Procedure Memorandum for the conduct and governing of hearings, we will tonight take statements only on a corridor for this proposed section of the Jacksonville Highway.

In line with the Policy and Procedure Memorandum, you will be entitled to ten days from today to submit written statements as to a choice of corridor for this proposed project. This can be done simply by addressing a letter to the Oregon State Highway Commission, State Highway Building, Salem, Oregon, zip code 97310. These communications, as I indicated earlier, will also be made a part of the transcript of the hearing, just as though the statement had been made here tonight.

Further in line with the Policy and Procedure Memorandum, I wish to advise that upon completion of the evaluation of the statements given here tonight, information developed in support of a corridor for this section of highway will be available for public inspection and copying at the Salem headquarters of the State Highway Division.

So that you may know those of us at the front of the room, starting on your far left: John Widmer, Highway Commission, Office Engineer. Next to him, Ken Chatwood, Administrative Right-of-Way Agent, Salem. On my left, Carroll Keasey, Regional Engineer, Region Three, and this particular project is in this region; Mr. Paul Riedl, Area Engineer of the Federal Highway Administration. I am Victor Wolfe, Administrative Assistant to the State Highway Engineer. (There were approximately 85 other persons present.)

At this time, I would like to ask Carroll to explain to you the State's proposal.

MR. CARROLL KEASEY: Thank you, Mr. Wolfe. Ladies and gentlemen, two corridor route studies are presented for improvement or relocation of the Jacksonville Highway between the limits of the Redwood Interchange and the intersection of New Hope Road. The need for an improved facility on this section of state highway is evident when the future traffic volumes are compared with the capacity of the existing facility. The average daily traffic in 1970 for this section of highway was 5400 vehicles, with a projected volume in 1990 of 10,000 vehicles daily. The computed capacity of the present highway is 5600. The projected 1990 average daily traffic for Corridor #2 is 7800 vehicles with 3400 remaining on the existing highway. These traffic volumes were based on an origin-destination study of this area conducted in June, 1971.

Both corridors are presented with a facility having four 12-foot lanes, a 4-foot median and 10-foot shoulders with consideration for left-turn refuges at major intersections. Bikeways and/or footpaths will be considered.

Corridor #1 is essentially an improvement of the existing highway, and would be accomplished by widening of the present roadway to a width to accommodate the present and future needs of the motorist. Additional right-of-way would be needed and modification of the present grade in some areas would be necessary in order to meet the requirements for safe stopping sight distance. It is anticipated that ten homes would be relocated, involving approximately 35 individuals. Three businesses would be displaced. No farm units or non-profit organizations would be affected. The estimated total cost for construction of this corridor is $1,550,000; the approximate length is 1.4 miles.

Corridor #2 leaves the present highway at its intersection with Harbeck Road, generally following Harbeck Road to the vicinity of South Junior High School. From this point it traverses southerly from the Junior High School and follows the irrigation canal to the intersection with New Hope Road and the existing highway. The length of this corridor is approximately 1.6 miles, for which the total cost has been estimated at $1,720,000. Approximately 17 homes would be relocated, involving 57 individuals. No businesses or non-profit organizations would be affected.

Public utilities which may be affected by construction in this area are Pacific Power and Light Company, Pacific Northwest Bell Telephone Company, Grants Pass Irrigation District, California-Pacific Utilities Company and Southern Oregon Cable TV. Thank you.

MR. WOLFE: Thank you, Carroll. Federal regulations insist that we have to explain to you right-of-way procedures and relocation assistance. It's a very complicated procedure. Ken has done his best to condense it so it wouldn't take half of the night to explain it to you,and, as he will tell you, if you want to pursue it further, we have folders and pamphlets which explain in some greater detail, plus the fact that we do have right-of-way personnel in the school library who can go in to it in great detail, so please bear with Ken while he tries to explain a very complex thing in about three minutes.

MR. KEN CHATWOOD: Mr. Chairman, ladies and gentlemen, after the State Highway Commission has approved a corridor and a survey of the route under discussion here today, and after money is available and programmed for the right-of-way acquisition, the individual properties will be appraised on the basis of "market value". "Market value" appraisals are used to determine the amount of money to be offered the property owner for the parcels of real estate necessary for the reconstruction of the highway.

Also, at this time a relocation study is made to determine the eligibility for relocation benefits due each owner or tenant. Relocation benefits are not a part of market value but, rather, are in addition to the payment for the real property. The replacement housing policy for this section of highway will be in conformance with United States Department of

Transportation under Order Number 5620.1. Copies of this order are available at this meeting.

The relocation benefits include:

(1) Relocation advisory assistance to all individuals, families, businesses, or farms displaced as a result of public improvements as well as adjacent property owners who suffer substantial economic damage resulting from highway acquisitions.

(2) A moving payment for those individuals, businesses, farms, and nonprofit organizations who are in occupancy on the first negotiating call for their actual and reasonable costs to move personal property up to 50 miles. As an alternative to actual costs of moving, an individual or a family living in a dwelling are eligible to receive a $200 dislocation allowance and a schedule move up to $300, depending on the number of rooms of furniture to be moved.

(3) Under certain conditions, displaced farms and businesses may be eligible for benefit payments in lieu of actual moving costs up to $10,000.

(4) For owner occupants of dwellings of more than 180 days prior to the start of negotiations, under certain conditions, an additional payment for the additional cost necessary to purchase a replacement house, to compensate the owner for increased interest costs in financing a replacement house, to reimburse the owner for incidental expenses to the purchase of replacement housing, the combination of which may not exceed $15,000.

(5) For owners and renters of more than 90 days prior to the start of negotiations who prefer to rent, a rental replacement housing payment up to $4,000 may be made to allow the rental of a decent, safe and sanitary dwelling.

(6) For owner occupants of dwellings less than 180 days and more than 90 days and renter occupants of dwellings of more than 90 days prior to the start of negotiations who elect to purchase a decent, safe and sanitary house, an alternate benefit to apply on the down payment is available within certain monetary limits. An additional benefit is also available within certain monetary limits to defray the incidental costs necessary in the acquisition of the replacement property. The combination of these benefits may not exceed $4,000.

The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the Federal Highway Administration operating procedures are very complicated and complex. The dollar figures just quoted are maximum figures. You are cautioned benefits must be computed in accordance with these laws and regulations and on an individual basis. Usually the benefits do not reach the maximum quoted.

The time required for right-of-way acquisition and relocation is estimated at 18 months from date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least 90 days for relocation of the displaced person affected after notice of acquisition. In addition, no persons or families will be displaced until they have been relocated to decent, safe and sanitary housing; obtained the right of possession of adequate replacement housing; or have been offered decent, safe and sanitary housing which is available for immediate occupancy. No owner occupant will be required to move until either he has been paid for his property or the money has been deposited in the registry of the court.

Alternate housing for this project is readily available. A search of the residential market reveals that 200 dwellings are being offered for sale by the Grants Pass Multiple Listing Service and it is estimated approximately 200 more homes are listed with non-multiple real estate brokers and private owners. The DAILY COURIER carries many real estate classified ad offerings each day. A search of the rental market reveals that 13 single-family dwellings and dwelling units in multiple housing were available for rent on that particular day. Mobile home courts have vacancies available and mobile home dealers in southern Oregon have large inventories of replacement dwellings. Further, studies indicate this amount of housing can reasonably be expected to be as many during the foreseeable future.

The replacement dwellings mentioned are decent, safe and sanitary, functionally equivalent and substantially the same as those to be acquired; fair housing — open to all persons regardless of race, color, religion, sex or national origin; in areas not less desirable than the dwelling to be acquired in regard to public utilities and public and commercial facilities; reasonably accessible to the relocatee's place of employment; adequate to accommodate the relocatee in an equal or better neighborhood; and within the financial means of the displaced family.

Should the person being relocated feel he is being unfairly treated, an appeal procedure is available whereby he can appeal in person before an established appeal board or he can make his appeal by letter.

Brochures explaining the acquisition and relocation program are available in this room. If you will be one of those involved in relocation or are interested, we ask that you take them with you to read.

The right of way program for this project will be under the supervision of Mr. L. W. Riley, whose office is located at 1523 S. E. Cobb Street in Roseburg, Oregon. The telephone number is 672-6541, extension 226, and Leonard, would you stand up please.

MR. WOLFE: Thank you, Ken. We have finally followed all the regulations, and we now can get down to the reason why you're here. I would tell you once again that, during the informational sessions, we had cards that were offered to you to fill out and mail to the State Highway Division, and it was indicated to you that statements made on those cards would become a part of the official record of this hearing.

Further, for those of you who came in late, you can write your statement if you so desire on the back of these cards and hand them in. They will be made a part of the record of the hearing. And, finally, those of you handing in cards, whether you make a statement or not, will receive a copy of the transcript of the hearing when it has been completed.

As I indicated earlier, I will call your name. If you will raise your hand, we will come to you with a roving microphone so that you don't have to leave your place in the room to make your statement for the record.

At this time, I would like to call on Representative Sidney Bazett.

MR. SIDNEY BAZETT: I am State Representative, Sid Bazett, Josephine County. My statements, Vic, will be rather brief. These people are my constituents. I am interested in seeing that they all have an equal opportunity to be heard. I have been pleased with your hearings from ten o'clock, two o'clock on Tuesday until ten, and again on Wednesday and again today, that the reaction of many people who have talked to me has been that they feel that this is the first time that something of this sort has happened, where something wasn't shoved down their throats; that an equal opportunity, detailed description of what was being projected had been presented to them, and it is the feeling that this has been a very fair presentation so far.

I realize that many of these people are going to be affected financially and deeply by the change here. I think that most of them realize that there is a need for this improvement. How it is to be done is something that all of us are here to learn, so, I am just as interested as you are in hearing the views of these people, and I wish you luck.

MR. WOLFE: Thank you, Representative Bazett. Kenneth Jackson, Josephine County Commission.

MR. KENNETH JACKSON: Thank you, Mr. Chairman. I am Kenneth Jackson, Chairman of the Board of County Commissioners. I have a prepared statement, a copy for your records.

The Board of County Commissioners do hereby state for the record that we are in agreement and do hereby recommend that the reconstruction of the Grants Pass-New Hope Road Section of the Jacksonville Highway (Ore. 238) follow the present, existing route.

Further, we do hereby urge that the Oregon State Highway Department expedite the development of this project because of the serious congestion problem now prevalent on this section of road.

It is quite obvious that lengthy delays of this project will result in numerous minor and possible fatal accidents.

We certainly concur with Representative Bazett's feelings that we think you've done a wonderful job in giving people of this area an opportunity to participate in the proceedings and with the planning.

MR. WOLFE: Thank you, Chairman Jackson. Louis Schultz, School District No. 7.

MR. LOUIS SCHULTZ: Thank you. I am Louis Schultz, Attorney for School District No. 7. I would like to read into the record a resolution, which has been passed by School District No. 7, reading as follows:

WHEREAS the Oregon State Highway Commission is proposing plans for a future highway project on the Grants Pass-New Hope Road Section of the Jacksonville Highway (ORE 238) one alternative of which is referred to as the easterly corridor, Corridor No. 2; and

WHEREAS said Corridor No. 2 would be approximately 1.6 mile in length and would utilize the existing route of Harbeck Road to School District No. 7's South Junior High School; thence continue southwesterly to an intersection near New Hope Road; and

WHEREAS said Corridor No. 2 would lie immediately adjacent to South Junior High School and would constitute a serious hazard to pedestrian students going to and from said school; and

WHEREAS the close proximity of said highway to South Junior High School would create an undesirable and disturbing noise level disruptive of the educational process;

NOW, THEREFORE, BE IT RESOLVED, that the School Board of School District No. 7, Josephine County, Oregon, go on record as opposing the adoption and construction of the aforementioned Corridor No. 2 as a part of the Grants Pass-New Hope Road Section of ORE 238, Josephine County, Oregon.

DATED: December 3rd, 1971.

SCHOOL DISTRICT NO.7

I would like to place this Resolution in the record.

MR. WOLFE: Thank you, Mr. Schultz, and it will be done. Finis H. Smith, Josephine Soil and Water Conservation District.

MR. FINIS H. SMITH: My name is Finis H. Smith, Chairman of the Board of the Josephine Soil and Water Conservation District. I have a letter here I would like to read and place in your record.

In answer to your letter of December 2, 1971, you state there is an apparent increase in concern as to the alternate route proposals being offered for the Project. After investigation and consultation with many Josephine County residents, we find there is a large percentage in agreement of using the present highway as a direct route in and out of the City of Grants Pass.

We, therefore, recommend that the present route be utilized for your proposed 4-lane highway.

We feel, also vitally concerned about soil erosion, sedimentation, drainage, and the conservation practices and precautions needed during and after construction.

I'd like to place this into the record.

MR. WOLFE: Thank you, Mr. Smith. Harry Leffmann, committee opposed to Corridor No. 2.

MR. HARRY LEFFMANN: Thank you, Mr. Chairman. I'd like to read a letter and also place it in the record.

On November 11, 1971 and November 30, 1971, meetings were held at South Junior High School on the proposed relocation of Williams Highway. The concensus of those present and of other interested parties is as follows:

(1) Corridor No. 2 would necessitate the removal of considerably more land and improvements from the County tax rolls than the present route.

(2) The estimated cost of $1.72 million for Corridor No. 2 is less acceptable than the cost of upgrading the existing route.

(3) Corridor No. 2 is considerably longer and more indirect.

(4) Corridor No. 2 is detrimental to South Junior High School due to noise, traffic dangers, and poses a threat to the safety of our children.

(5) It is unacceptable to us that two roads running parallel for a substantial portion of the route be built and maintained.

(6) Traffic counts indicate that Corridor No. 2 would be traveled by only two-thirds of present and future traffic. The remainder would remain on the existing route.

(7) More homes must be relocated on Corridor No. 2.

(8) We feel that Corridor No. 2 will not serve the interests of residents or others traveling the route, ie. Applegate Valley, Murphy, Williams, New Hope, etc.

We respectfully submit this concensus.

Signed by 51 residents of the area.

I'd like to enter that in the record. (Original letter on file in General Files, Salem.)

MR. WOLFE: Thank you, Mr. Leffmann. R. V. Jones.

MR. R. V. JONES: My name is R. V. Jones, and I represent tonight here three corporations: Electrical M. W. Supply

Company, Col-Jo Corporation, and B. J. S. Corporation, of which I am a Board of Director.

Realizing the need on this highway, our Board of Directors are in agreement that we feel that Corridor No. 1 would be much more acceptable than Corridor No. 2. As of yesterday, I had a call from Mr. Rodwin, who has advised me to make you aware of a project by the B. J. S. Corporation on Williams Highway, which will have its major access to the Williams Highway. They estimate that it will increase the traffic count on Williams Highway from 3,000 to 2500 daily. Thank you.

MR. WOLFE: Thank you, Mr. Jones. Before we proceed further, I have been requested by our people that those of you who are using the microphone, if you would point the microphone toward your mouth so that there is no doubt about what you're saying being picked up by the recording equipment. Bob Hart.

MR. BOB HART: My name is Bob Hart; I reside at 250 Allenwood Drive, Grants Pass, Oregon. I herewith deliver to the Highway Department a petition signed by 62 individuals who either reside on, or are regular users of Jacksonville Highway. (See end of transcript for contents of petition--original petition on file in General Files, Salem). We request the improvement of this highway for safety, for convenience, and to keep up with our projected growth in the area served by the highway.

From the South of Grants Pass, from Applegate, Provolt, Williams, Murphy and the New Hope area new residents have brought increasing travel from commuters going to and from work. There has been an increase in the use of the road by agriculture, and a boost in road use by logging, lumber and wood products trucks. In the last few years two schools in the area have brought new hazards for all drivers and peak load periods have developed in the early morning and late evening hours when driving conditions are at their worst. For these and many other reasons, we ask that this roadway be expanded and improved to serve the growing area for the next 20 years.

I have been driving over or riding on Highway 238 since 1932. Basically, about all that has been done in that time is to straighten out a curve or two, dig the ditches deeper, and pile on new surfaces. The last new surface and the new lines are much appreciated.

This road needs to be widened and wide shoulders should be installed for the use of drivers getting on or off the highway, farmers who stop to check their irrigation water, the COURIER carrier, the mail carrier, kids going to and from school and for a growing number of pedestrians. While thinking of the kids growing up it would be a good idea to consider a bike path along side the road. It is now a problem to get on or off this highway in some areas.

So much for those who signed the petition. Speaking for myself, I can see no alternative to practical improvement other than to leave the road where it is and widen it. If the roadway is moved to Corridor #2 we end up with two roads to keep up, we have only slightly and for a short time obtained relief from the traffic hazards; 80% of the traffic on #238 has turned off or arrived at its destination by the time it passes Espey Road. On that basis we can not expect more than partial correction of the problems on #238 for the area now being considered. I leave it up to the Highway Department to dictate where the road must go and how the changes must be made. Thank you!

MR. WOLFE: Thank you, Mr. Hart. Gerold Sommer.

MR. GEROLD SOMMER: I'm Gerold Sommer, and I live on 677 Towne Street, and I'm against Corridor No. 2 for one real simple reason. It goes right through the middle of my house, and I built my house away from the old highway so I might be left alone. I do realize we do need a new highway. I hope you can widen and make a good highway out of the old highway.

MR. WOLFE: Thank you, Mr. Sommer. Edwin Zwan.

MR. EDWIN ZWAN: Well, I'm Edwin Zwan. I've been living on Williams Highway about 15 years, and any comments that I was going to make have already been covered. I certainly think the present route should be improved because it's most economical and, as I've said before, has been already covered.

MR. WOLFE: Thank you, Mr. Zwan. Alex Motes.

MR. ALEX MOTES: My name is Alex Motes. I live at 2050 Williams Highway. I must apologize because I came in the dark, and when they handed me the card, I filled it out and then where it said do you want to make a statement, or do you not, I didn't know what to do, I didn't want to be passed by, so I marked yes, I wanted to make a statement.

Seems like we've been voted down so far as the improvement of the Williams Highway is concerned, and I know that we are speaking strictly to this project. But I think we are going to find some day that we are going to have to have more than one road in the Rogue River Valley, nonetheless, and we are going to have to keep up more than one road, and when we have this enlarged highway and it funnels down to a two-lane highway down below us here and a two-lane highway south and north both, we can hardly get out of town now in busy times, and we can hardly get into town.

If we keep widening one road and funneling it all to one point in the valley, sooner or later, we are going to have lots of problems.

MR. WOLFE: Thank you, Mr. Motes. Have all the cards been handed in? Leonard Beard.

MR. LEONARD BEARD: My name is Leonard Beard. I live on 1847 Williams Highway, lived there 10 years. I heard them estimate that the traffic has increased six percent. I wonder if they have counts for this year. I believe it is going up ten to twenty percent. The other gentleman was saying that by the time we get this highway put in, we're going to have problems because the traffic is not going to be able to be handled on that highway. If you can't put in another highway, I think it's just a question of a little while and you got the same trouble again.

I believe that there could be an alternate highway. I attended the other sessions here, and they talked about an alternate highway. On these cards they talk about an alternate highway, but here I find that they're not speaking at all about alternate highways. I think that the people that live on the highway, the ones that are affected the most, ought to have the most to say about where the highway goes.

I feel that there's a lot of people that are not on that highway that are making their assessment, and it doesn't affect them like it does we who live right on the highway. I talked to quite a number on the highway, and they say, well, if it moves that way, we're going to have to get out. Well, they are not going to get paid for the place because it comes up in front of the door.

I have quite a number of neighbors that are newcomers, and they don't know what's going on, they haven't been here, and talking with them and some of them aren't able to get around, but I think they ought to be heard. I hope it comes to a vote of those that are really affected by living on the highway. I think they ought to have the vote. Thank you.

MR. WOLFE: Mr. Beard, as I indicated just a few minutes ago, in order to get a statement into the record of the hearing, all that's necessary is to write it and address it to the Oregon State Highway Commission, State Highway Building, Salem, Oregon, 97310. If this is done within ten days, it will become a part of the transcript of the hearing just as though the statement were made here this evening.

I have three cards here that are not marked either way. Sidney Belt. Negative. Tom Marthaller. Did you wish to make a statement?

MR. TOM MARTHALLER: I'm Tom Marthaller. I'm on the Board of Supervisors for the Soil and Water Conservation District, and the reason I marked it neither way was that I didn't know whether any of our other Board members would be here, so I feel the same as them.

MR. WOLFE: Thank you, Sir. Warren Traudt. Do you wish to make a statement? Is there anyone present who might have marked his card "no" who has changed his mind and would like to make a statement. Just hold up your hand. If you'll just give us your name when we get the microphone there.

MR. WILLIAM HESKETH: William Hesketh; I live at 1804 Williams Highway. What's bothering me most, if they do build No. 2, how long is it going to be before they fix No. 1?

MR. WOLFE: Thank you, Mr. Hesketh. Is there anyone else who has not made his statement for the record and does wish to make one?

MR. ROBERT LOVELESS: I'm Bob Loveless, just a citizen, but I've traveled the highway there for better than 45 years now, and made many, many trips going to high school, and it's always been just a little bit behind on improvement. They have never caught up with the traffic in that length of time. I hope that they can get ahead of it at least for a few years now.

MR. WOLFE: Thank you, Mr. Loveless. There are a lot of people in other areas of the State who feel the same way, I'm sure. Is there anyone else who may have changed his mind and does wish to make a statement?

MAJOR A. MYERS: My name is Major Andrew Myers, and I'd like to know why, that as far as New Hope, is all the traffic diverted off New Hope? You've got 5,000 cars daily now, and then you're going to have so much by 1990, do most of them go up the New Hope Road, or do they keep on going the Williams Highway?

MR. WOLFE: The traffic that we've indicated to you this evening is traffic that would use this facility, which means the traffic on it.

MAJOR A. MYERS: You're still going back to two-lane at New Hope intersection.

MR. WOLFE: Well, we are discussing a section of the highway this evening that it would be reasonable to contemplate the Commission might find enough money to do, recognizing there are many sections of the highway that still need upgrading as funds become available. Is there anyone else?

There being no further statements, I will declare this hearing officially closed at 8:20 p.m. I thank you all for being present. You've been a very nice group. We appreciate it. Goodnight.

COMMENTS ON CARDS SUBMITTED AT INFORMAL AND FORMAL HEARINGS

HARRY LEFFMANN: Committee opposed to Corridor No. 2. (Representing 51 residents)

WILLIAM HESKETH: If No. 2 is built, will No. 1 be improved, also?

GORDON E. CALDWELL: Corridor No. 2 would certainly slow down the racing cars which use Williams Highway now for that purpose, both coming and going from Grants Pass. (Gee, what 4 lanes would let them do, should it be No. 1)

J. S. SMITHSON: Corridor No. 1 is O. K.

WINSTON F. MEYERS: Anti-Corridor No. 2.

ROBERT G. ARMSTRONG: The silent majority who wish to have the highway remain on Corridor No. 1.

A. A. RIESLAND: The silent majority who wish to see the road stay where it is.

ROBERT W. LOVELESS: I have long been aware of the necessity for this project, and am personally in favor of Corridor No. 1.

EWALD KEHR: Why, when we have an existing highway, go to the added expense and build a complete new road and have the added upkeep, noise, etc.? What about South Junior High? Can we afford to sacrifice it? With the existing highway "238", I feel it would be a waste of money and unethical to buy the additional homes and property for the proposed Corridor No. 2, as it would cost approximately ¼ million dollars extra. In addition to this Corridor No. 2 would be a menace to South Junior High and very possibly could mean condemnation of the school in the near future. And who in this county feels they would want this extra tax for a new Junior High School? Let's keep the benefit of the students of this school in mind in making this decision, as well as the additional cost.

ROBERT W. DEMARIS Main reason - please do not build highway past South Junior High School because of the extreme danger it would be to the children.

DOUGLAS G. DUVAL I think Corridor No. 1 would be the better route.

CAROLYN FIXSEN I am against Corridor No. 2 as it would render approximately 19 acres (at So. end) unsuitable for currently zoned R. 1 development. This would mean a loss of tax revenue, not to mention the added cost of Corridor No. 2 construction.

NEWELL O. TOWNSEND It would be a great deteriment to home owners who are situated along the Grants Pass New Hope Road Section. So for the good of all and the citizens of Josephine County please take the alternate.

WARREN G. TRAUDT In 20 years one road may not be enough with the growth as of now. So both should be considered now and this would be at less cost to the tax payers. In 20 years more homes and businesses may be affected. The schools are now outgrown. What would this do to our schools with extra traffic of noise and vibration of the heavy trucks. In the last 5 years the area has grown quite a bit and it will grow more with the sewers in part of the area. It should also be considered to start So. of the bridge coming out of town or before it to help releive traffic in the city along with these others. Thanks.

MR. & MRS. RALPH SOUTHWICK We also have (2) rentals which we no doubt would lose as well as ruin our piece of property.

MR. & MRS. WILLIAM HESKETH If you take No. 2 we will still have this old narrow road, which is dangerous. I don't think both of them will be built for years.

JOHN BURNETT As a truck driver I favor widening the Highway 238. Thank you.

ROBERT G. ARMSTRONG Corridor No. 1 seems the most plausible route due to the existing highway. The lower cost of land acquisition and totalover all costs.

MRS. ROYCE T. WRIGHT Noise and congestion around school--South Jr. Hi and possible relocation of school due to noise, at the taxpayers' expense at some later date.

HAZEL H. DUNKEN Corridor No. 2 runs much too close to South Jr. High also I understand Corridor No. 1 would be much less expensive and should serve the purpose just as well.

FRED W. SCHOTTE TRUCKING As a truck operator I prefer Route 1 (original to Murphy--but rebuild)

ROLF SOMMER Please widen the old highway. Do not build a highway past or near S. J. H. School. Thank you.

RICHARCH MILLS Please do not build 2 highways side by side.

KENNETH KRAUSS My concern is for a decent interchange at New Hope Road. Instead of the short sighted planning that you used at the interchange at 199 and Redwood Ave.

ROBERT G. PETRIE Seems a little useless to move an existing road, taking at least 19 homes plus the safety factor of going past a school.

RICHARD L. BILES Corridor 2 would mean building a new road and forcing several families to move, when the Corridor 1 could be rebuilt to standard and is also a shorter route. Who wants a four lane road going past a school - when it isn't necessary!

HOWARD R. HANSEN As indicated by Highway Department report both corridors would carry traffic satisfactorily but believe Corridor 1 is far preferable. I especially dislike Corridor 2 as it adversely affects South Junior High School. As a taxpayer I see no point in possibly having to relocate the school.

GLENN MEYERS Saves land for tax rolls.

DAISY MEYERS Most direct route.

EWALD A KEHR With one existing hwy. 238 I feel it would be very ridiculous to purchase all the additional property and homes for a right-of-way for Corridor 2 at an additional estimated cost of approximately $\frac{1}{4}$ million dollars. Especially when it would put the proposed Corridor 2 on the front steps of So. Jr. High school. This could possibly mean future condemnation of the present school and then the county would be seeking a new Jr. High school. Who can afford that much additional tax?

LAURINE Y. NIELSEN Please send me transcript of hearing. Thank you!

DOROTHY A. SUTTER Why waste money on Corridor 2 after the county has already spent so much money on fixing it up?

FLORENCE FIXSEN The present highway, widened and improved, would be cheaper, more practical in all ways, would not affect any schools, as many people and not raise taxes so much. The alternate route would be dangerous to children, the sound impossible for school!

LOY S. FIXSEN Corridor 2, noise and safety of children at school, and coming and going to school, taking off tax roll, acres of valuable land and homes. Indirect road compared to Corridor 1. Roads run parallel to each other part way.

NANCY SOMMER It does not seem necessary to have 2 hwys. so close together running to the same place. Widen the present route and stay away from the So. Jr. Hi. School. It would be terrible to have a highway past the school.

ARTHUR G. LINCOLN It seems that hind-sight is the rule for the Highway Dept. You expect to begin construction in about 5 years, when it should have been done 5 years ago. A Corridor No. 2 smoke-screen was put out, which common sense dictated that it would be unacceptable. A Corridor No. 2 running up Harbeck Road and parallel to Com's Hwy. till it joined with it at about Espy Road would have made sense. Perhaps this is why it was not suggested.

IVAN C. BUTCHER After attending both informational and regular meeting, I formed the opinion that the highway change was already cut and dried. The meetings were only to conform to the law. The reasons for this conclusion were:

(1) Speakers were called on who were in favor of No. 1 Corridor.

(2) A speaker from the school district and land management were heard and they represented people who had nothing to say about road location. Many schools about the state are on busy streets.

(3) One person with a petition of 61 names doesn't even live on either proposal and I doubt if many of his listed names do either.

EDNA BUTCHER So many said so much at meetings don't even live on highway after studying everything there is an alternate route with no homes to be interrupted in between Corridor No. 1 and Corridor No. 2. As for schools' noise Roseburg is on the freeway. Thank you.

JAMES A. DEMUTH Keep away from So. Jr. Hi School.

MIKE DRAKE Please do not build a highway past the S. J. H. School.

JAMES H. MCGRATH Corridor No. 1 is the most logical of the two. Both Corridors will disrupt many homes. You are talking - a four lane road. Consider this: change existing Williams Hi-way to a "one-way, South Bd. Road to New Hope, (two lanes). Put in a new two lane (one-way - north) from New Hope thru the hills a little further back of Harbeck and tie in to existing No. Harbeck at So. Jr. Hi School A little over one Mi. - two lane Rd.

MRS. ROBERT B. HOLZGANG Will it cause school to be condemned? Will it take property off tax-rolls? Will it cause homes to be destroyed?

DOLORES KLUGEL We would not like to see our home depreciate in value, and our lot will be of no purpose to us if this 4 lane highway goes thru.

R. V. JONES Improvements needed very badly.

GARY FIXSEN We are against Corridor No. 2. It doesn't make sense to build a second stretch of road which would cost more and do greater damage to properties, than the one it is intended to bypass.

MARSEAN MCINTIRE Property owner. I feel Corridor 2 would cause taxes to rise as it would take too much valuable land. Also would parallel the existing road.

CLYDE A. BUCKLES Corridor 2 will parallel existing highway and also will take valuable property.

A. T. FARRIS: Corridor 2 would cut my property in half - rendering to the east valueless and to the west almost uninhabited by myself or anyone else. Aside from all points brought out in hearing 12-9-71 in favor of Corridor 1, if Corridor 2 were chosen, my property value - marketwise - would be so devaluated as to be a tragic hardship for me, as I am alone, and in the future might need proceeds from sale of property to provide for me the rest of my life. So was well pleased the concensus was as it was.

ROBERT A. LOWDEN: We do not need two highways side by side.

SUMMARY FROM CARDS INDICATING CORRIDOR PREFERENCE:

Corridor 1	60
Corridor 2	3
Alternate	5
None	2

Cb 3894

WE, THE UNDERSIGNED, RESIDE ON OR ARE USERS OF HIGHWAY 238 SOUTH OF GRANTS PASS, OREGON AND WE RESPECTFULLY ASK THAT A RECONSIDERATION OF IMPROVEMENT PLANS FOR THIS ROAD BE UNDERTAKEN.

We submit that the road is heavily traveled, subject to peak loads of traffic for industry, workers and school children so that a hazard to safety does exist. Neighborhood development has increased the amount of foot traffic to and from town, schools, and stores. The road needs to be widened on the surface and on the shoulders. [illegible]

Original petition signed by 62 persons on file in General Files, Salem.

Submitted by: Bob Hart

December 15, 1971

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Grants Pass - New Hope Road Section
Jacksonville Highway

Gentlemen:

Corridor 2 should not be constructed because:

1. It would cause a safety hazard to South Junior School students, future expansion would be impossible, which has been planned for some time, meaning possible relocation of school at great expense to taxpayers as a whole. The noise level would be detrimental to the learning processes.
2. Maintenance on two roadbeds would be costly and safety hazards still unsolved.
3. Displacement of more people.
4. Corridor 2 is longer to build and more costly.

I believe corridor 1 is feasible.

Yours truly,

Joyce C. White
Taxpayer

RECEIVED
DEC 17 1971
OREGON
STATE HIGHWAY COMMISSION

December 15, 1971

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Grants Pass - New Hope Road Section,
Jackson ville Highway

Gentlemen:

I am writing to urge your division _not_ to consider construction of improvements to the referenced highway along Corridor No. 2, for the following reasons:

1. Corridor No. 2 would be longer than Corridor No. 1, more costly to construct and maintain.
2. Corridor No. 2 would require the acquisition of more improved property and displacement of more people.
3. Corridor No. 2 would be detrimental to the existing South Junior High School from the stand point of traffic hazard, noise level, and for the planned expansion of the facility because of loss of property frontage.
4. Corridor No. 2 would divert only about 2/3 of the traffic, 1/3 remaining along Corridor No. 1 requiring maintenance of two roadways instead of one.
5. Corridor No. 2 would require some elevating and curvature of the roadbed, creating higher sound transmission levels for trucks and larger vehicles.
6. Corridor No. 2 would involve property owners who have invested without knowledge of any possible future highway development, whereas Corridor No. 1 is an established roadway where such property owners have invested with the full knowledge of the existance of the highway.

Your attention to the validity of the above in making a decision for the proposed improvent is strongly urged.

RECEIVED
DEC 17 1971
OREGON
STATE HIGHWAY COMMISSION

Yours very truly,

Ronald D. White

Oregon State Highway Division
State Highway Building
Salem, Oregon

15 December 1971

Reference: Grants Pass - New Hope Road Section - Jacksonville Highway.

Corridor #2 is unacceptable to us for all the negative reasons listed in the Environmental Impact Statement, and it would depreciate our property value.

Corridor #1, as presented, is also not acceptable because we feel it will turn out to be a very costly temporary fix.

We suggest you have underestimated growth and development along the Jacksonville Highway beyond New Hope road in your 20 year projection.

We find it impossible to select the logical location for the Westerly end of the Jacksonville Highway when a Master Highway Plan to meet the needs of 1991 (or tomorrow) is unknown or unavailable.

We feel that a master plan should have been available at the public hearings. Since it was not, we must conclude it is either a secret from the tax payer or no master plan exists.

Are you actually planning and building State Highways by considering one and one half mile problem areas separately? If so, 1991 will also see a patchwork of poor planning and there will be little relative difference between State Highway 238 and the original wagon track that meandered from farm to farm between Grants Pass and Jacksonville.

George Lund
George Lund

Helen Lund
Helen Lund
707 Towne St
Grants Pass, Ore.

RECEIVED
DEC 17 1971
OREGON
STATE HIGHWAY COMMISSION

Sheraton Motor Inn Portland, Oregon

MASTER HOSTS

12/8/71

GENTLEMEN,

BUSINESS COMMITMENTS PREVENT MY ATTENDING THE JACKSONVILLE HWY CORRIDOR HEARINGS CURRENTLY BEING HELD IN GRANTS PASS. HOWEVER, AS A PROPERTY OWNER IN THAT AREA I WOULD LIKE TO REGISTER OPPOSITION TO THE POSSIBILITY OF CORRIDOR TWO BEING SELECTED.

SOME FORM OF IMPROVEMENT IS NEEDED ALONG WILLIAMS HWY. ON THE OTHER HAND CORRIDOR TWO FAILS TO RESOLVE THE PROBLEMS AT HAND. THIS FACT IS ADEQUATELY POINTED OUT IN YOUR ENVIRONMENTAL IMPACT STATEMENT.

ADDITIONALLY IF CORRIDOR TWO WERE SELECTED THE RECENTLY COMPLETED & COUNTY FINANCED SECTION OF HARBECK ROAD WOULD HAVE TO BE TORN UP. THIS WOULD BE A WASTE OF ALREADY EXPENDED CO FUNDS.

SUBSEQUENT TO COMPLETION OF CORRIDOR TWO MOST LIKELY JOSEPHINE CO. WOULD HAVE TO ASSUME ENLARGEMENT AND MAINTENANCE OF THE OLD WILLIAMS HWY SECTION. THIS WOULD BE JUST ANOTHER BURDEN ON COUNTY TAX DOLLARS AND AN UNNEEDED ONE AT THAT.

A CONSIDERABLE AMOUNT OF NOW R1 ZONED PROPERTY WOULD BE RUINED OR AT LEAST DEVALUED BY A SECOND ROAD BED WANDERING AROUND THE HIGHLINE CANAL.

HENCE, WE ARE OPPOSED TO THE DEVELOPMENT OF CORRIDOR TWO BOTH AS INVOLVED RESIDENTS & TAX PAYING CITIZENS. CORRIDOR ONE SHOULD BE DEVELOPED.

SINCERELY,

2249 WILLIAMS HWY
GRANTS PASS, ORE. 97526

RECEIVED
DEC 13 1971
LOCATION
SECTION

Grants Pass, Ore.
Dec 13, 1971

State Highway Div.
Dear Sir:

We are property owner's here on William Hwy (238) have 3 houses, 2009, 2017, 2033. two are rentals.

We attended one of the public meetings that was held here in Grants pass. We ask 2 questions and could not get an answer, first question are we in the path of new Hwy? and how close can you come to a house. Paper stated 10 homes would have to be removed so once again may we ask will our 3 be among the 10.

Thank You
Mrs Ralph Southwick
2009 Wms Hwy.

We favor Corridor No 2

Navember 6, 1971
Grants Pass, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Comm.
Salem, Oregon

Dear Sir:

Enclosed please find a copy of the letter sent to Grants Pass School District # 7 requesting a resolution to find Corridor # 2 (relocation of Williams Highway) unacceptable to the District.

We would welcome any help from you to bring to a halt the proposed Corridor # 2.

Respectfully,

The undersigned of letter to the Board.

Submitted by Gerald Sommers
of Grants Pass

RECEIVED
NOV 10 1971
OREGON
STATE HIGHWAY COMMISSION

November 6, 1971
Grants Pass, Oregon

Mr. Robert Busch, Chairman
School District #7 School Board
223 S.E. "M" St.
Grants Pass, Oregon 97526

Re: Public corridor #2 relocation of William Highway.

Gentlemen:

We the undersigned respectfully request that the matter of Public corridor #2 be put on the agenda for discussion and vote for the next board meeting.

We request that the following be discussed:

1. The danger to our children with a 4 lane heavily traveled highway in such close proximity to the South Junior High School.
2. The possibility of the school being condemned by the State as was the Riverside School. This would cause undue pressure and hardship to District 7.
3. The ecological impact to the area as follows:
   a. Erosion (ie cut in hillsides).
   b. Pollution of air, land, scenery and wildlife.
4. The cost to the district to build proper safeguards (fences etc.) to protect our children while attending and walking to and from school.

We respectfully urge you to vote a resolution to the effect that Corridor #2 is unacceptable to School District #7.

Thank you,

Gerold Sommer	677 TOWNE STR. G.P.
Nancy Sommer	677 Towne St. G.P.
Aaron A. Riesland	706 Towne St. G.P.
Jean C. Riesland	706 Towne St., G.P.
George M Lund	707 Towne St G.P.

Helen J Lund	701 Towne ST
Harry G. Hoffmann	710 Towne st.
Rosalie Hoffmann	710 Towne St.
[illegible]	635 Towne St.
Thomas A Towne Jr.	681 West Harbeck Rd.
Holly Towne	681 W. Harbeck Rd.
Roy Fippen	2247 Wms Highway
Florence Fippen	2247 Wms Hwy.
Gary Fipps	2249 Wms Hwy.
Carolyn Fippen	2249 Wms. Hwy.
Mr. & Mrs. S F Waggle	2159 Wms Hwy.
Bernice L. Conklin	2157 Wms. Hwy.
Wilfred L Conklin	2157 Wms Hwy
Maybelle Eastridge	499 W. Harbeck
Marshal C Sutter	387 W Harbeck
Dorothy A. Sutter	387 W Harbeck

Copies of this letter sent to:

Board of Commissioners, Josephine County Courthouse, Grants Pass, Oregon
Grants Pass City Council, City Hall, Grants Pass, Oregon
Representative Sidney Bazett, P.O. Box 126, Grants Pass, Oregon
Senator E. D. Potts, 754 N.E. Madrone St., Grants Pass, Oregon
Josephine Co. Road Dept., Josephine County Courthouse, Grants Pass, Ore
Mr. Eugene Allison, Superintendent Grants Pass, City Schools, Grants Pass
Mr. Dave Brashears, Josephine County Planning Commission, Grants Pass
Mr. Floyd Query, Secretary, Oregon State Highway Comm. , Salem, Oregon
Mr. Staley, Principle, South Jr. High School, Grants Pass, Oregon
Josephine Co. Tax Payers League, Grants Pass, Oregon

Nov. 22-1971.

Dear Sirs:

Re. Oregon 238- also known as Jacksonville Highway.

As tax payers, we prefer corridor no. 1 which would utilize the existing 238 route between Redwood avenue and New Hope Road.

Corridor No. 2 would greatly increase our taxes.

Yours Truly

Arlie E. Miller
Marvie E. Miller
10124 Williams Hwy
Grants Pass, Ore.
97526.

RECEIVED
NOV [illegible] 1971
OREGON
STATE HIGHWAY COMMISSION

Phone 476-4519

FIXSEN WELDING WORKS
954 S.W. 6TH STREET
GRANTS PASS, OREGON
97526

December 17, 1971

Oregon State Highway Division
State Highway Bldg.
Salem, Oregon

Dear Sirs:

RE: Grants Pass-New Hope Road
Section, Jacksonville Hwy.

Just a few lines to state our reasons why we feel the present highway location the better route for this road.

1. Improvement of the present highway and its established roadway would be less expensive, therefore less taxes.

2. Corridor #2 would endanger the children of South Junior High School as they arrive and leave. The school would then be in a "pocket" of noise from all sides. It would cut off room for expansion of this fairly new school.

3. Corridor #2 would practically parallel the present hwy. for the approximate mile, while only within a few hundred feet of each other.

4. Corridor #2 would ruin a very nice residential area and upset an established large irrigation system. It would require the removal of a lot of homes, several quite valuable, large new ones, run through the center of these valuable properties, and removing them from the tax rolls.

We live at #2247 Williams Hwy., now have 500 ft. hwy. frontage on approximately 7 acres, already plotted for subdivision, for new homes. Improvement of the present highway will take a strip about 35 ft. wide along the present 500 ft. frontage. But Corridor #2 would bisect the entire property (our big home being exactly in the center of the proposed road) leaving us with practically worthless property pinched between two busy highways, and the noise impact would make the remaining property hardly livable.

Therefore, we heartily agree with the unanimous decision of the people and various representatives who attended the hearing on this project, Thursday, Dec. 9, that the present highway is the most feasible in all respects.

Respectfully yours,

-30- Loy S. Fixsen
Mrs. Loy S. Fixsen

JOSEPHINE COUNTY PLANNING OFFICE

DAVE BRASHEARS PLANNING DIRECTOR
JOSEPHINE COUNTY COURTHOUSE
COURTHOUSE ANNEX Area Code 503 - 476-4827
GRANTS PASS, OREGON 97526

December 15, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

RE: Williams Highway (ORE 238 Corridor Hearing)

The Josephine County Planning Commission has considered the two alternates proposed for the improvement of the Williams Highway (Redwood Interchange-New Hope Section) and several members were present at the December 9, 1971 hearing. It is our recommendation that Alternate #1 be selected as the route to be improved. We believe that Alternate #2 would not be satisfactory for the following reasons:

1. The adopted Josephine County Comprehensive Plan recommends that the highway remain in its present location.
2. Corridor #2 would place a major highway adjacent to a junior high school thereby lessening the effectiveness of the teaching program at the school as well as presenting an additional hazard for the students using the school.
3. Only 2/3 of the traffic would use the highway thereby only postponing the need for some improvement to the existing Williams Highway.
4. Corridor #2 would create a large area of land trapped between two major roads creating rather severe land use and zoning problems.
5. The intersection of New Hope, Corridor 1, and Corridor 2 would in time necessitate signals thereby decreasing the carrying capacity of the Williams Highway.

Thank you for the opportunity to present our views on this matter and if there is any additional information or comments you believe we may be able to supply, feel free to call upon us.

Yours sincerely,

C E Anderson

C. E. Anderson
Chairman
Josephine County Planning Commission

RECEIVED
DEC 20 1971
OREGON
STATE HIGHWAY COMMISSION

Grants Pass, Ore.
Dec. 16, 1971

RECEIVED
DEC 20 1971
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Div.
State Highway Bldg.
Salem, Ore.

Dear Sirs:

I am asking that this letter become a part of your records concerning a meeting held in Grants Pass, Ore., on Dec. 9, 1971, which was called a "Hearing".

I am NOT referring to the choice of CORRIDOR. The experts can settle that. My complaint has to do with the underhanded way in which we were forced to accept the Oregon State Highway's decision.

At the informal day-meeting I tried unsuccessfully to determine what the Highway Dept. expected to DO if they chose Corridor I (Which is where we own a home.) At least three times I was informed that they had absolutely no idea what they could do until they had the feeling of the people involved.
Since we hardly knew how we felt without that information we waited for the "hearing" on Dec. 9...thinking this would be explained. At that meeting they explained that ten homes (involving 35 persons) and three businesses would be relocated along Corridor I. They said that 17 homes and sixty persons would be relocated along Corridor II. This made it clear that they did have a tenative plan, at least.

When several of our elected officials and prominent business men read statements urging use of Corridor I it became more obvious that the officials from Salem had rigged this whole thing; getting these persons to make statements in a way that would go into your records by means of a tape.

When I called our local paper on Dec. 10 I was told "So they DID choose a route that no one could accept as an alternate- so that's that". He had been at the hearing and was willing to go along with this thing we had witnessed. (I did not talk to the editor.) I also called one of our elected officials on Dec. 10 and he agreed that this was "just about" what happened. He also admitted that he had been asked to make his statement against using Corridor II. He agreed that the integrity of this tactic was questionable.

That same day an article appeared in the local paper stating that "Everyone agrees-Corridor II is best." The facts are that most of us were too slow. We were not clever enough to see this until it was done! We were expecting a "hearing from the people" and not from the STATE.

Evidently those 8 or ten men from Salem were here to fulfill a legal obligation. This they did. I am opposed to anything so clearly dishonest. I am sending a copy of this to Gov. McCall.

Amy L. E. Motes

INFORMATION AVAILABLE TO THE PUBLIC BEFORE THE PUBLIC HEARING

(Attached for information of the Federal Highway Administration Division Engineer.)

Letter dated October 29, 1971, to DAILY COURIER, Grants Pass, and MAIL TRIBUNE, Medford, requesting them to advertise on November 4, 1971, and on December 2, 1971, or the nearest publication date thereto, that formal public corridor hearing will be held on December 9, 1971, in Grants Pass.

Attached to letter were:
- Notice
- Corridor Hearing Map
- News Release No. 71-241-S

Letter dated October 29, 1971, and corridor hearing map to Board of Commissioners, Josephine County Courthouse and Grants Pass City Council, City Hall advising that a formal corridor public hearing to be held in Grants Pass on December 9, 1971.

Letter dated December 2, 1971, to Board of Commissioners, Josephine County Courthouse and Grants Pass City Council changing the location of the hearings on December 7, 8, and 9, 1971, in Grants Pass.

INFORMATION AVAILABLE TO THE PUBLIC AT INFORMAL AND FORMAL HEARINGS

Prints of 1"=200 mosaic with Corridorsdelineated.
Prints of 1"=400 topographical maps with Corridors.
Prints of profile of the 2 Corridors.
Small hearing maps for handouts.
Large hearing maps for wall display.

Right of Way pamphlets explaining acquisition procedures, etc.
"Moving Because of the Highway" and "Acquiring Land for Highways"

Note: This sheet was added in copies to Federal Highway Administration, L. H. Young, V. D. Wolfe, and File Copy. (Per PPM 20-8 8c-1a and 1b)

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1971

To: W. H. Tebeau
Ass't. Program & Planning Engineer

BUILDING

SUBJECT:
Public Hearing Documentation
Grants Pass-New Hope Road Section
Jacksonville Highway
Josephine County

The need for an improved facility on the Grants Pass-New Hope Road section of the Jacksonville Highway is evident when future traffic volumes are compared with the capacity of the existing facility. During 1970, the average daily traffic for this section was 5,400 vehicles. The projected 1990 average daily traffic for Corridor No. 1 is 10,000 vehicles. The projected 1990 average daily traffic for Corridor No. 2 is 7,800 vehicles with 3,400 vehicles remaining on the existing highway. Traffic volume is based on an Origin-Destination Study on the Jacksonville Highway conducted in June, 1971. The computed capacity of the existing highway is 5,600 vehicles.

During the period from January 1, 1966 through December 31, 1968 for eight months of 1969, and for the year 1970, the accident rate for this section of highway was 3.26 accidents per million vehicle miles. This compares with the statewide average accident rate for similar types of highways of 3.22 accidents per million vehicle miles.

Public utilities which may be affected by the construction of this facility are Pacific Power and Light Company, Pacific Northwest Bell Telephone Company, Grants Pass Irrigation District, California-Pacific Utilities Company and Southern Oregon Cable T. V.

L. E. George
L. E. George
Operations Engineer

TS:ap

SP*52475-734

Grants Pass-Murphy Section
Williams Highway
Josephine County
September 22, 1971

Corridors 1 East, 1 West and 2

PHASE I RELOCATION REPORT

Reconnaissance estimates and relocation studies were made on the following proposed corridors for construction of a 4 lane highway between the Redwood Highway Interchange and New Hope Road Intersection on the above section. No contingencies have been added to the following estimates:

Corridor #1 to include present highway and 40' additional right of way on the west side.

Redwood Highway to Harbeck Road

Dwellings displaced - - - - - - - - - - - - - - - - 6
Individuals displaced - - - - - - - - - - - - - - - 21
Businesses displaced - - - - - - - - - - - - - - - 2
Farms displaced - - - - - - - - - - - - - - - - - None
Non-profit displaced - - - - - - - - - - - - - - None

Right of way cost: - - - - - - - - - - - - - - $355,000

Harbeck Road to New Hope Road

Dwellings displaced - - - - - - - - - - - - - - 4
Individuals displaced - - - - - - - - - - - - - - 12
Businesses displaced - - - - - - - - - - - - - - - 4
Farms displaced - - - - - - - - - - - - - - - - - None
Non-profit displaced - - - - - - - - - - - - - - None

Right of way cost: - - - - - - - - - - - - - - - $148,000

Corridor #1 to include present highway and 40' additional right of way on the east side.

Redwood Highway to Harbeck Road:

Dwellings displaced - - - - - - - - - - - - - - - - 6
Individuals displaced - - - - - - - - - - - - - - - 19
Businesses displaced - - - - - - - - - - - - - - - 2
Farms displaced - - - - - - - - - - - - - - - - - None
Non-profit displaced - - - - - - - - - - - - - - - None

Right of way cost estimate: - - - - - - - - $436,000

Grants Pass-Murphy Section
Williams Highway
Josephine County
September 22, 1971

Phase I Relocation Report (cont'd)

Harbeck Road to New Hope Road

Dwellings displaced	4
Individuals displaced	13
Businesses displaced	1
Farms displaced	None
Non-profit displaced	None

Right of way cost estimate: - - - - - - - - - - $130,000

Corridor #2 to include Harbeck Road plus additional right of way to Harbeck School, then all new alignment to New Hope Road.

Dwellings displaced	17
Individuals displaced	57
Businesses displaced	None
Non-profit displaced	None

Right of way cost estimate - - - - - - - - - - $333,000

A study of available housing in the Grants Pass area was made by contacts with local realtors and examination of The Daily Courier, a Grants Pass newspaper. Realtors contacted were Mel Atkins Realty, Richards Realty, Shaffer Realty, and C. A. Morrison Realty.

It was learned that most residential selling in the Grants Pass area was transacted by the 40 member offices of the Grants Pass Multiple Listing Service. Approximately 200 dwellings in all categories are listed with Multiple Listing with an estimated 200 listed with non-multiple and for sale by owners. A current issue of The Daily Courier contained 32 homes for sale by owners.

None of the offices contacted listed any presently available dwellings for rent. The newspaper, "For Rent" column contained a total of 5 houses and 9 apartments furnished and unfurnished. Telephone calls found the most promising house rentals already rented. According to local information a considerable rental turnover is accomplished by word of mouth and a card in the window advertising, with a very low vacancy rate.

The housing situation as it affects possible relocatees on the various proposed corridors on the above section is an abundance of houses available for sale and a distinct shortage of vacant rentals. In view of the fact that a majority of the

Grants Pass-Murphy Section
Williams Highway
Josephine County
September 22, 1971

PHASE I Relocation Report (cont'd)

relocatees are presently owners who will purchase homes and that most renters will become buyers with the aid of down payment additives, relocation of the 10 to 17 families within the proposed right of way can be accomplished in a reasonable length of time and without undue hardship.

A fact that will affect public acceptance of Corridor #1 either east or west is the State's assumption of a 60' present right of way while present use is a 40' right of way. The use of the 10' additional right of way on the side of the road opposite to the proposed new purchase will be a basis for considerable objection.

F. M. North

F. M. North
Liaison Agent

FMN:dw

RECEIVED

8

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 2, 1972

In reply refer to: 10-35-DB

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-17-011(-)
Grants Pass - New Hope Road Section
Final Environmental Statement

Enclosed is a copy of the signed title page for the above final environmental statement. This statement has been reviewed and accepted by the Office of the Secretary of Transportation and was furnished to CEQ on September 25, 1972.

Please distribute the statement as required by PPM 90-1. The project can be advanced in the normal manner on October 28, 1972.

Enclosure

RECEIVED
OCT 5 1972
PLANNING SECTION

10-4-72
Schroeder
Cy Young

RECEIVED
OCT 5 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
OCT 4 '72
REFER TO
FBK
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. H. TEBEAU

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

GRANTS PASS-NEW HOPE ROAD SECTION
JACKSONVILLE HIGHWAY
JOSEPHINE COUNTY, OREGON

A proposal to widen existing Jacksonville Highway
a distance of 1.4 miles

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

8/7/72
Date

Assistant State Highway Engineer

REVIEWED FOR CONTENT AND ACCEPTED BY THE FHWA

8/25/72
Date

L. E. Lybecker
L. E. Lybecker
FHWA Regional Administrator

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 5, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-17-011(-)
Grants Pass - New Hope Road Section
Final Environmental Impact Statement

Enclosed is a copy of the title sheet for the subject statement. The statement has been signed by the FHWA Regional Administrator, but is still subject to approval by TEU in our Washington office. An "official" signed copy of the title sheet will be sent to you upon receipt of the Washington office approval.

Enclosure

9-11-72

Bob ny Young

RECEIVED
STATE HWY ENGR
SEP 8 '72
REFER TO
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 11, 1972

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

ORIGINAL SIGNED BY

SUBJECT
Final Environmental Impact Statement:
Grants Pass - New Hope Road Section
Project S-17-011(-)
Josephine County

In compliance with PPM 90-1, we are submitting 18 copies of a "Final Environmental Impact Statement" dated August 7, 1972, relative to a proposed Highway Project on the Grants Pass-New Hope Road Section of the Jacksonville Highway (FAS 17-011) in Josephine County.

We request a copy of the signed acceptance statement be returned to the Highway Division to complete our records.

Enc.

RNC:kds

cc: Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. K. Cox
R. E. Royer
R. N. Chase
B. L. Gifford

NOT OFFICIAL - SUBJECT TO APPROVAL
BY U. S. DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

GRANTS PASS-NEW HOPE ROAD SECTION
JACKSONVILLE HIGHWAY
JOSEPHINE COUNTY, OREGON

A proposal to widen existing Jacksonville Highway
a distance of 1.4 miles

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

8/7/72
Date

Assistant State Highway Engineer

REVIEWED FOR CONTENT AND ACCEPTED BY THE FHWA

8/25/72
Date

L. E. Lybecker
L. E. Lybecker
FHWA Regional Administrator

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Summary Of

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Planning Section

GRANTS PASS-NEW HOPE ROAD SECTION

JACKSONVILLE HIGHWAY

JOSEPHINE COUNTY, OREGON

(1.) ( ) Draft (✓) Final

(✓) Environmental Statement

( ) Combination Environmental/Section 4(f) Statement

(2.) Widening existing Jacksonville Highway (Corridor 1) from its intersection with New Hope Road, a distance of 1.4 miles, or; developing a new route (Corridor 2) using approximately one-half mile of Harbeck Road and building the balance on a new location for a total of 1.5 miles.

This project is immediately south of the City of Grants Pass in Josephine County, Oregon.

(3.) The impact of Corridor 1 would be to sustantially improve the conditions for traffic at the expense of loss of varying amounts of frontage and improvements on the abutting properties.

The impact of Corridor 2 would be the modification of a current two-lane improvement on Harbeck Road to a four-lane design, and the construction of a new roadway through a lightly developed suburban community.

The adverse effects include the normal short term disruption due to construction, the loss of frontage area and improvements through right-of-way acquisition and the other long term effects of a residence being closer to the travel lanes of a road.

Commercial operations may be affected through loss of facilities and/or parking space.

Noise impacts will vary from a reduced level where traffic is substantially diverted to another route, to a great increase where a roadway is built in a new location.

(4.) Three alternates to alleviate growing problems of vehicle use followed divergent routes through the community. Corridor 1 was direct from standpoint of alignment. Corridor 2 was less direct and used some new undeveloped land. Corridor 3 was impractical from a standpoint of construction involvement and as being out-of-direction for traffic flow.

The status quo option leaves nothing improved for the road user.

(5.) a. Comments were solicited from the following Federal, State and local agencies:

- Federal Highway Administration (18)
- State of Oregon, Federal Aid Coordination Unit (8)
- Rogue Valley Council of Governments
- United States Dept. of Agriculture
- United States Dept. of Housing
- United States Dept. of Interior
- Federal Aviation Administration
- Bureau of Sport Fisheries and Wildlife
- Corps of Engineers
- National Park Service
- Environmental Protection Agency
- Bureau of Outdoor Recreation
- Oregon Environmental Council

b. The following agencies responded to the draft statement:

- Environmental Protection Agency Region X
- Department of the Army
- National Park Service
- Bureau of Outdoor Recreation
- Clearing House Review (E.I.S. and A-95)
- Dept. of Housing and Urban Development
- Rogue Valley Council of Governments
- (letters attached)

(6.) Date draft statement was made available to CEQ and the Public.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

GRANTS PASS-NEW HOPE ROAD SECTION

JACKSONVILLE HIGHWAY

JOSEPHINE COUNTY

DESCRIPTION AND PURPOSE OF PROPOSAL

The City of Grants Pass, similar to many other western towns having a favorable climate and geographic location, is experiencing rapid suburban and commercial growth. Being situated in the well known Rogue River Valley adjacent to such outstanding natural features as Crater Lake and the Oregon Caves, the business of tourism is also a healthy and growing industry.

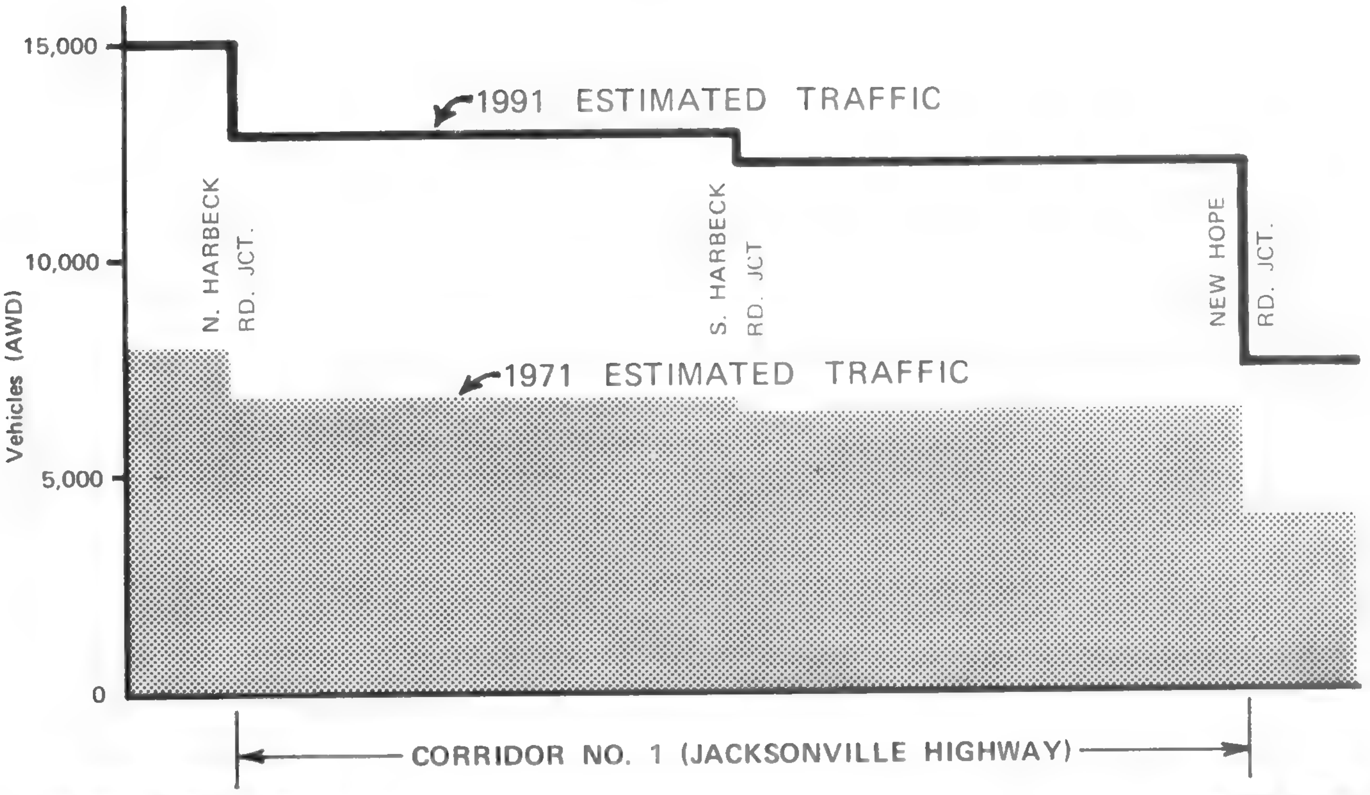
Coincident with residential expansion commercial activities are filling vacant areas inside the city and to some extent areas along the highways and tributary roads.

One such area lies southwest across the river from the main business district and extends to the foothills where many homesites are being developed.

The Jacksonville Highway is one of the principal arterial roads in this area. It follows the Applegate Valley to the southeast thru the foothills of the Siskiyou Mountains. This highway connects with the Redwood Highway at Grants Pass and its eastern terminus is at Medford in

AVERAGE WEEK DAY TRAFFIC COMPARISON
1971-1991
GRANTS PASS–NEW HOPE ROAD SECTION
JACKSONVILLE HIGHWAY

Chart No. 1



Typical suburban development on Jacksonville Highway.

the upper Rogue River Valley. The road serves mainly as a farm to market and commuting route; with slightly over 5% heavy trucks including logging trucks, at the Grants Pass end.

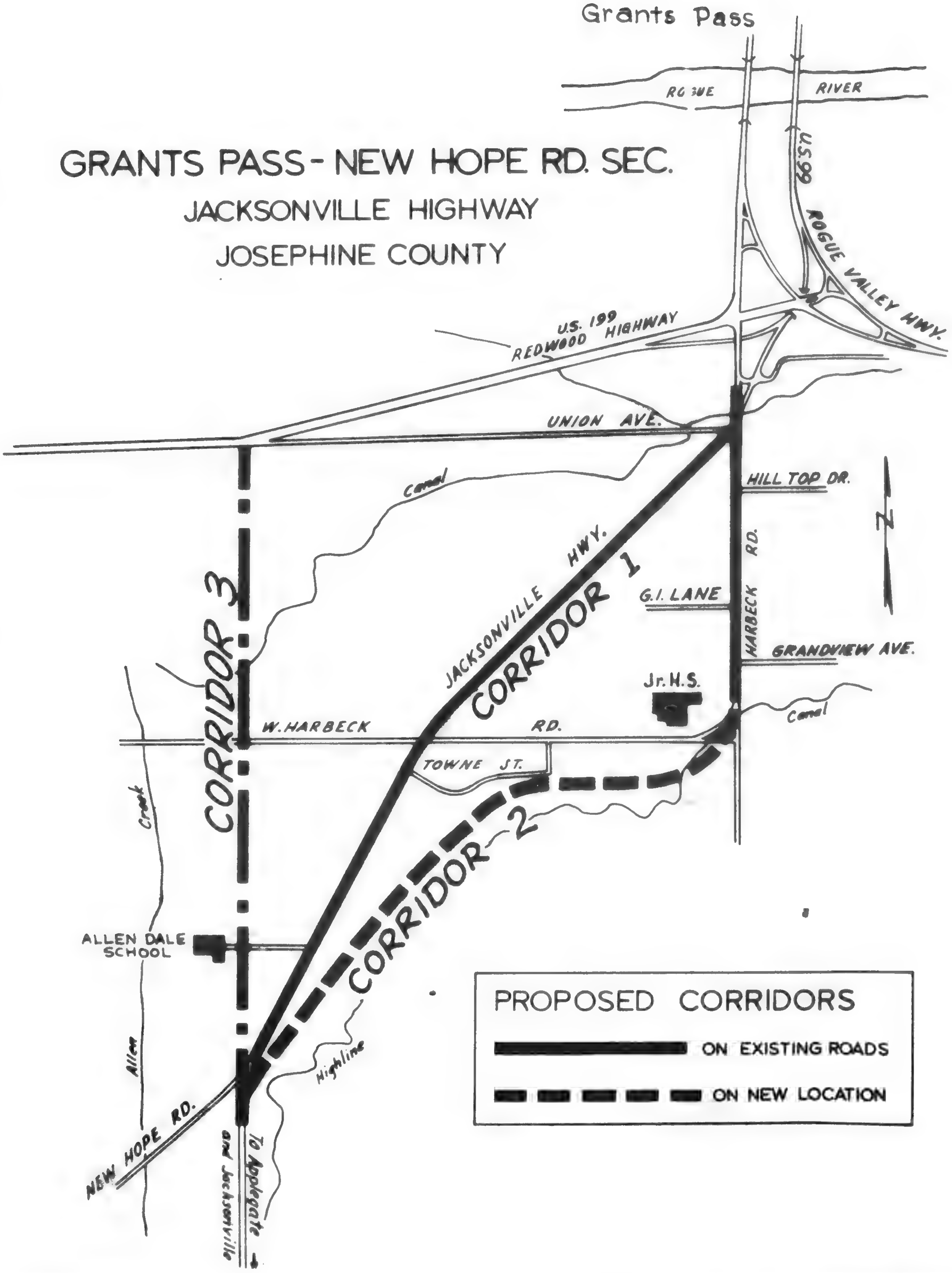
There is evidence along the Jacksonville Highway in the Applegate Valley of a trend toward subdivision of the larger farms into smaller residential units or subsistence farmsteads. Much of the valley floor and lower slopes are irrigable and many small herds of beef and some dairy cattle are present. Crops range from irrigated pasture to fruit, berries and row crops. Because of the generally small size of the production units it is assumed that many of the ownerships represent hobby farming with the main source of income from outside employment. This district provides part of the daily traffic to and from Grants Pass.

Because of the urban, suburban and rural traffic on the present two-lane road that is virtually without serviceable shoulders and is intersected with numerous driveways urgent consideration is required.

The section covered in this proposal involves only the first mile and a half of the highway as it leaves Grants Pass near the Redwood Highway Interchange. The sketch map opposite page 3 covers this vicinity.

Several possible solutions have evolved from preliminary reconnaissance. These will be evaluated in a later section of this report but are basically as follows.

Corridor 1 (the present highway route) will provide a 72' curbed roadway with four 12' travel lanes, 10' shoulders, and a 4' painted median. Left turn movements would be provided in those areas where congestive conditions would occur.


GRANTS PASS - NEW HOPE RD. SEC.
JACKSONVILLE HIGHWAY
JOSEPHINE COUNTY
Grants Pass
ROGUE RIVER
U.S. 99
ROGUE VALLEY HWY.
U.S. 199
REDWOOD HIGHWAY
UNION AVE.
HILL TOP DR.
HARBECK RD.
G.I. LANE
GRANDVIEW AVE.
N
Canal
JACKSONVILLE HWY.
CORRIDOR 1
CORRIDOR 3
Jr. H.S.
W. HARBECK RD.
TOWNE ST.
CORRIDOR 2
Creek
Allen
ALLEN DALE SCHOOL
Highline
NEW HOPE RD.
To Applegate and Jacksonville
PROPOSED CORRIDORS
ON EXISTING ROADS
ON NEW LOCATION

The north end of Corridor 2 is at the Jacksonville Highway intersection with Harbeck Road. Corridor 2 would follow Harbeck Road southerly to the South Junior High School and then take a new meandering course parallel to and below the "Highline" irrigation canal at the base of a line of hill slopes.

Corridor 3, parallel to Allen Creek intersects the Redwood Highway near the Redwood Drive-in Theater, approximately one mile west of the Redwood Interchange. It was considered but found to be impractical. Construction problems and lack of anticipated traffic use were the main reasons for it being dropped as a proposal. The low lying wet ground would cause high construction costs and the route was out of direction for the major traffic needs.

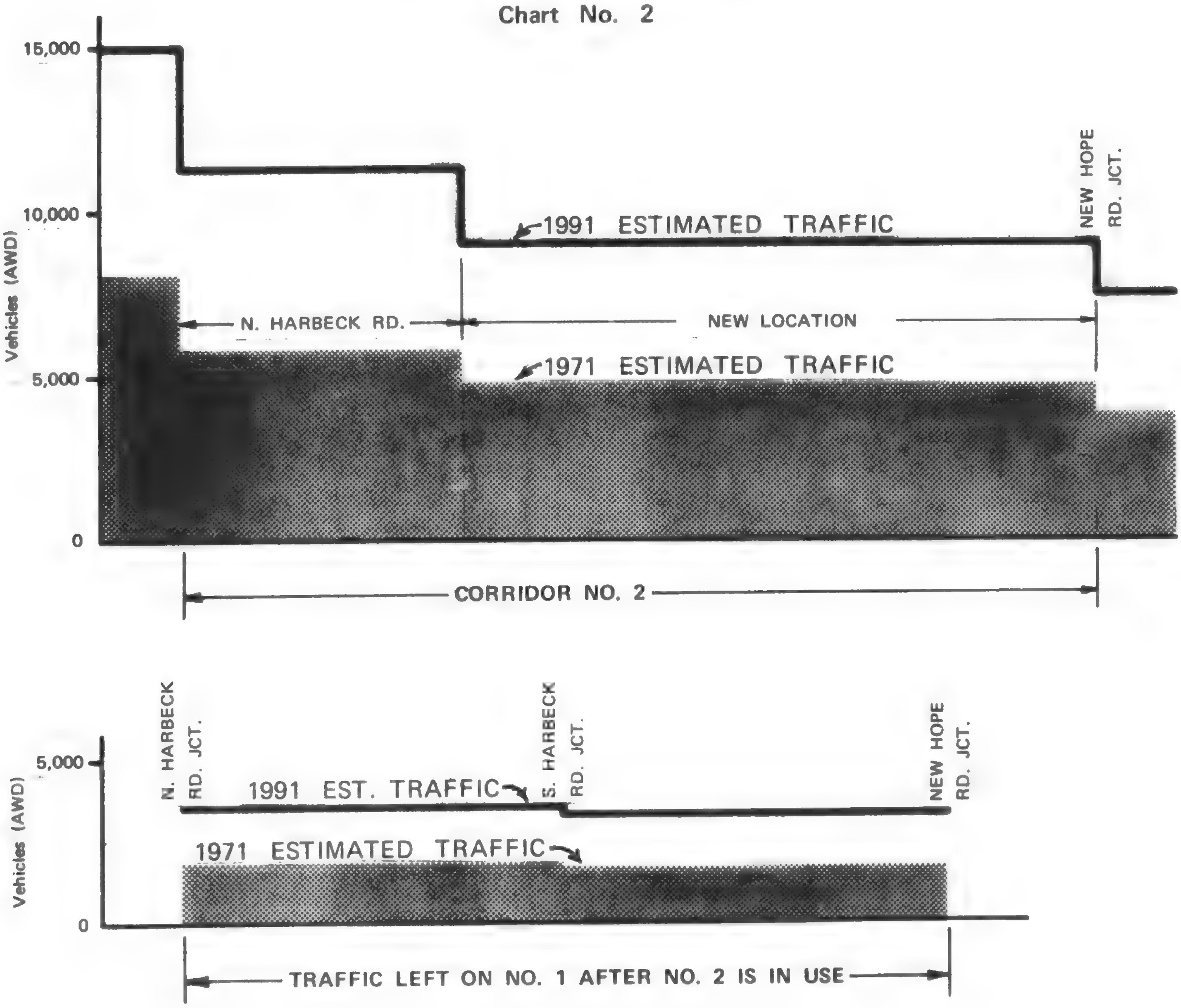
PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

The expansion of this highway from two lanes with substandard (or lack of) shoulders to a four-lane curbed roadway will produce a variety of effects. To the road user the greater mobility and safety will be readily apparent. To the abutting ownerships the loss of property and improvements will create a feeling of disruption during construction and perhaps for some period thereafter.

Through Corridor 1 a large proportion of the property affected is relatively bare and undeveloped but there are many buildings and individual improvements including shade trees and landscaped areas that will be eliminated or severely altered. An obvious by-product of the proposal will be the elimination of unsightly and difficult-to-maintain roadside ditches. Coincidental with the drainage improvements will be the required alteration and/or re-establishment of existing irrigation facilities.

AVERAGE WEEK DAY TRAFFIC COMPARISON
1971-1991
GRANTS PASS–NEW HOPE ROAD SECTION
JACKSONVILLE HIGHWAY

Chart No. 2



The portion of Harbeck Road being utilized for Corridor 2 was somewhat similar to Corridor 1 until the reconstruction to a wider two-lane road was initiated by the county road department. Implementation of this improvement is now under way and is planned to be utilized in the development for Corridor 2 up to a point north of the South Junior High School where a new location will begin. From this point the proposed Corridor 2 will curve to the west around the South Junior High School and then generally follow the contours through a lightly developed residential district to an intersection with the existing route near New Hope Road junction. This portion could be either two or four lanes depending on estimated needs. In this proposal some valuable residential units will be removed and others affected in varying degree by loss of land and privacy.

On Corridor 1 the present average weekday traffic varies from about 4,000 just south of New Hope Road to 8,000 near the Redwood Highway junction. The estimated 1991 traffic as shown on chart 1, indicates nearly twice the amounts shown for the section in 1971.

If Corridor 2 were constructed the traffic would be divided on a 1/3 - 2/3 basis with the 1/3 remaining on the present highway. The amounts shown at present would nearly double in twenty years. (See Chart 2) The improved four-lane road would be adequate for all traffic in the foreseeable future.

Bicycle trails and footpaths within these corridors will be studied as a possible integral part of the final design.

The proposed project does not include any area or affect the use of, a park, wildlife refuge, game management area, public owned recreation facility or historic entity.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

The most severe impact to the individual property owner would probably be the loss of his newly developed and well sited home thru right-of-way acquisition. On balance, however, there are those properties which, for one reason or another, are not readily marketable and the sale to a cash buyer would be a welcome transaction.

Partial damage by loss of frontage and landscape features is a variable element that applies to many of the developed properties particularly along Corridor 1. The added lanes and shoulders will aid not only the residential traffic but will facilitate thru traffic and the operators of school busses and delivery vehicles.

Virtually all of the irrigation structures crossing or parallel to the roadway will require adjustment or reconstruction. Some adjustment to utilities also will be necessary.

No significant change in sound levels along Corridor 1 is expected but air quality could improve if any large amount of "stop and go" traffic is eliminated.

The present traffic noise along the Jacksonville Highway is acceptable for both daytime and nighttime residential living environments. With Corridor 1, an increase in annoyance would be immediately apparent

School bus entering curve on highway at an acute angle.

Transition from suburban to rural land use.

for those residential units adjacent to the roadway. The new and higher traffic flow would be effectively moved one lane closer to roadside homes. Individual trucks and automobiles would be more noticeable. For distances in excess of 250 feet from the roadway shoulder, the immediate impact would not be as apparent because of higher average truck speeds. Studies indicate that truck noise decreases with increasing speed.

The Allendale School, located approximately 400 feet due west of the existing highway near New Hope Road would not be affected by the four-lane expansion. Traffic noise at the school site would be sufficiently attenuated by the distance and its low elevation with respect to the roadway.

Construction in progress on No. Harbeck Road.

Rural scene on Corridor No. 2

On Corridor 2 at the South Junior High School the large irrigation canal should be relocated to avoid a double crossing of this facility by the new road. It could be carried in an open lined ditch or in a buried conduct or siphon depending on the amount of lateral displacement.

Through the new location segment of Corridor 2 damage to property will vary from complete acquisition of established residential sites to removal of bare land from agricultural or other uses of open space. There will be some fruit and shade trees removed along with some native forest trees and shrubs.

This particular section traverses relatively peaceful and scenic suburban property, and the visual and acoustical impact of a highway will be apparent as a change to those living in the area.

With the exception of the segment along Harbeck Road, Corridor 2 passes through what can be classed as a rural-suburban noise environment where the mean average noise levels are extremely low. Only occasional local noise intrusions interrupt the serenity.

Based on 1990 traffic volume predictions, a great impact can be expected for residences within 250 feet of Harbeck Road and for the entire length of the corridor. Residential noise criteria will be met only at distances greater than 250 feet from the nearest travel lane. This is predicated on a low truck traffic volume. Should truck traffic exceed 10 percent of the anticipated volunes, the zone of highway noise influence could extend beyond 250 feet and a noise barrier should be considered.

In the rural-suburban sections near the new roadway, the above residential criteria would be replaced by much lower ambient noise levels. This would cause increased sensitivity to any significant changes in the noise environment. New developments will not be deterred since the conditions then existing will be the norm for the community.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

In the present evaluation only two of the three alternate corridors previously mentioned have sufficient value in terms of practical service to the community. Of the two thus described it appears that Corridor 1 along the Jacksonville Highway will affect more individual properties than Corridor 2.

Individually the owners on Corridor 1 would lose less property and, collectively, the project would require less total private acreage because of the amount already available in the present roadway.

On Corridor 2 fewer individuals would be affected but the entire right of way below the South Junior High School would come from private land. On that portion of Corridor 2 utilizing Harbeck Road, some frontage would need to be acquired from abutting ownerships to accommodate the four-lane road and a possible bike trail if such is included. Corridor 2 is slightly longer and is out of direction with respect to a desired traffic flow. Also the construction of a road along Corridor 2 would still leave about 1/3 of the traffic on the existing road which may require improvement in itself to carry future traffic through the area. In comparing these corridors it appears that the proposal to upgrade the present highway to four lanes would best serve the overall interests of both the residents of the local community as well as traffic originating outside of the area.

Of the remaining options any stop-gap measures, such as widening and paving the shoulders, would be ineffectual in respect to an adequate solution of the problem.

The other, referred to as the "do nothing" alternative, would perpetuate the existing unsafe and increasingly crowded traffic condition and would be considered a disservice to the community.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

A recent study entitled A General Plan developed by the firms of Langford & Stewart, Planners, and Edson and Patterson, Architects, for the Grants Pass and Josephine County urbanizing area covers in detail the present conditions and future land use and other growth factors through 1985.

One of the subdistricts identified as the Fruitdale-Harbeck Planning area includes the community surrounding the two highway Corridors proposed in this environmental statement.

Pages B28 and B29 from the General Plan are reproduced herein as evidence of the planning efforts and criteria used relative to the future development of this district. As such it is logical to assume that transportation is and will continue to be a strong influence in the urbanization process.

(See attached Pages B28 and B29)

Other studies have demonstrated that a new or greatly improved road is often the catalyst that produces a rapid suburban expansion providing that other facilities such as sewers and adequate water supplies are readily available. Local guidance through planning and zoning will be necessary to maintain a desirable environmental basis and still permit an orderly suburban growth within the community.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Within the scope of this project the only tangible, visible and measurable commitments of resources are reflected in the lands required for roadways and slopes and the materials that went into the physical elements of construction. In addition, but not readily visible, are the human resources responsible for the planning and development work, and the public funds devoted to the total cost of the effort. The latter, however, returns in time in benefit to the road user and residents of the community provided the project meets its objectives in service.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

A summary of opinions expressed at a public hearing held in the South Junior High School Gymnasium, Grants Pass, Oregon on December 9, 1971 indicated a preference for Corridor 1 (following the existing route).

Testimonies were received from the Board of County Commissioners, School District No. 7, Josephine Soil and Water Conservation District, and the Josephine County Planning Office. All were in favor of constructing within the Corridor 1 proposal as it was compatible with the Josephine County comprehensive plan, and would not be constructing another facility parallel to the existing highway, nor would it be in close proximity to the South Junior High School. Right of way requirements would be minimized, and the possibility of having to reconstruct the existing highway at some future time to carry the projected local traffic would be eliminated.

Testimonies received from individuals and petitions presented at the hearing or received by mail and made a part of the hearing transcript indicated approval of Corridor 1 as being less disruptive to the neighborhood, and would not impose a high volume traffic facility upon the South Junior High School. Concern was expressed at the hearing regarding individual right of way problems. These concerns are being examined and will be resolved wherever possible in the development of the final design.

Testimonies received concerning Corridor 3 or the alternative of doing nothing were very limited as most organizations, individuals, and petitioners indicated a need for an improved transportation facility in the immediate area.

A tabulation of the testimonies received in favor of the proposals were:

Corridor 1	60
Corridor 2	3
Corridor 3	5
None	2

Comments have been received from the following Federal, State, and local agencies (copies attached):

Environmental Protection Agency Region X
Department of the Army
National Park Service
Bureau of Outdoor Recreation
Clearing House Review (E.I.S. and A-95)
Department of Housing and Urban Development
Rogue Valley Council of Governments
(letters attached)

The following are comments which necessitate an explanation:

The Department of Housing and Urban Development indicated a lack of housing relocation information and also that it would be desirable to include a brief description of the present typical setbacks from the existing highway.

A phase 1 relocation report indicates that if all rights of way were acquired on the westerly side of the existing facility displacements would include 10 dwellings, 33 individuals, and 6 businesses. If the rights of way were to be acquired on the easterly side displacements would include 10 dwellings, 32 individuals, and 3 businesses.

Corridor 2 right of way would displace 17 dwellings and 57 individuals. A study of available housing in the Grants Pass area indicates approximately 400 houses in all categories listed for sale. An additional 5 houses and 9 apartments were listed for rent.

The present typical setback along the Jacksonville Highway within the area of proposed construction is 20 feet from the right of way for residential houses and commercial buildings. One commercial building is set back 10 feet. An estimate as to a quantity of typical items that would be removed as a result of a new setback has not been made. Buildings and improvements not affected by the right of way acquisition would likely remain in violation of newly adopted setbacks by the county, but all new improvements would be subject to the new setback regulations.

Continued study of the proposed project has indicated a need of further expansion in the following areas:

1. The impact of Corridor 2 on the Junior High School.

   Adverse impacts to the Junior High School (Corridor 2) would be a significant increase in the traffic past the school, an increase in the noise impact, and the loss of a small amount of undeveloped land needed for right of way. However Corridor 2 has been dropped from consideration as a result of the public hearing.

2. Reconstruction of this section as a means of gaining easier access and additional capacity for the local community as well as an anticipated traffic volume growth generated in other areas.

Traffic analysis of the Jacksonville Highway indicates that a large percentage (30-35%) of the traffic is generated by the local area. The rate of increase of this local traffic is anticipated to be higher than the increase in through traffic. Construction of a sanitary sewer system in the area has made it possible for an increase in Urban density. The community of Murphy is ideally suited geographically and geophysically for commercial growth and has been considered as one of the traffic generators in the highway design.

3. Provisions for traffic safety at the intersection of New Hope Road need additional consideration.

Traffic lights, signing, and striping for traffic safety are considered in the cost estimate for a corridor, but the actual design is not made until a corridor has been selected, and final design elements are being considered.

4. Compatability of the proposal with regional and long range transportation plans of the area.

The Grants Pass-New Hope Road study is a unit of the Grants Pass-Murphy Section of the Jacksonville Highway. Extensive reconnaissance studies have been made on this section. Routes other than the corridors presented including bypasses to the east and west of the existing highway were considered as possible alternates. The routes presented at the Corridor public hearing have been found to be the most feasible of all routes studied.

A bypass route to the east would be the most direct route considering the Grants Pass to Murphy concept. However the environmental impacts of a new facility through the rolling hills and view properties of this area would be excessive. There also would be an involvement with a county park and a golf course. Construction costs through the rugged terrain would be excessive, and the construction scars would be a significant visual impact to the area. In addition traffic congestion in the Grants Pass-New Hope Road area would not be significantly improved.

A bypass route to the west (Corridor 3 or Allen Creek route) was also studied as a possible alternate but drainage problems in the area made construction costs prohibitive. Traffic analysis of this route indicated that congestion on Jacksonville Highway between Grants Pass and New Hope Road would not be significantly improved.

5. A revised sketch map including all details discussed in the E.I.S. has been included as part of the statement.

6. A further expansion of paragraph (2) of the summary to provide a more detailed description of the proposed facility.

   Corridors presented at the public hearing were for 4-12 foot travel lanes with a 4-foot median and 10-foot paved shoulders for all sections with considerations for left turn refuges at major intersections. Bike routes and/or foot paths will be considered.

7. The following is offered to include a discussion of existing and proposed right of way requirements, degree of access control to be implemented and proposed roadway width in each corridor:

   Existing right of way for all roads and highways in the project area is 60 feet. The proposed right of way for the purpose of a corridor hearing was considered to be 100 feet. Initially the additional 40 feet of right of way was to be taken on the westerly side of the existing highway (Corridor 1) or on the easterly side of Harbeck Road (Corridor 2). However actual widths of right of way taken on either side will not be definitely established until a detailed survey is completed. Proposed roadway width has been discussed in paragraph 2 above.

Corridor 3 was not favored at the public hearing and is not a feasible solution to the traffic congestion on Jacksonville Highway therefore any detailed work toward right of way requirements has been abandoned.

8. The following discussion of the existing environmental setting has been added, including additional comments on the probable impact of the project on the environment.

The area in which this project is proposed is generally poor quality soils that has been subdivided and is developing into an urban area.

Except for a small area at either end of the project the land along Jacksonville Highway is zoned R-1 (Urban Residential, single family dwellings, minimum lot size 8000 sq.ft.). An area around the intersection of Jacksonville Highway and Harbeck Road is zoned B-1 and B-3 (Retail Business and General Business). At the southerly end of the project around the intersection of Jacksonville Highway and New Hope Road a small area is zoned B-1 (Retail Business). Growth has been slow as the soil is poorly drained and drain fields for septic tanks have caused problems. Recent construction of a sanitary sewer system into the area has increased the potential for urban growth. There is a good supply of irrigation water that is used for lawns, gardens, and pasture lands. Due to poor quality soils commercial farming has not flourished.

Commercial facilities that have been established along the Jacksonville Highway consist of a news media distributor, a garage, a logging supply, an electrical supply, a service station, a car wash, a grocery store, a manufacturing plant and a salvage yard for scrap metal. Right of way acquisition will displace 6 of these businesses. There will be 3 businesses remaining within 250 feet of the highway. Individual houses are situated on various sized plots ranging in size from 0.2 of an acre to 5 or 6 acres. Older houses are common in the area adjacent to the highway. Frontages are landscaped with well established trees, shrubs, and lawns.

Construction of a new 4-lane facility will provide greater mobility and safety for the road users both local and through traffic. An increase in traffic volume is anticipated as the area develops in residential housing and commercially. This type of development has been contingent upon the development of a sanitary sewer system in the area. Introduction of an improved transportation facility in this area will have some impact on its development, but in this particular instance will not be the main contributing factor.

9. The comment on air quality has been expanded to include additional data.

An air quality study by the Oregon State Highway Division Environmental Unit indicates that if the facility was constructed in 1972, an immediate 17% reduction in carbon monoxide emissions would occur due to increases in the average travel speed. Federal emission standards will more than compensate for future traffic increases and the total emissions of carbon monoxide will be reduced by 34% in 1975, 65% in 1980 and 74% by 1990.

Rogue Valley Council of Governments approved the Corridor 1 design concept as being in conformance with the adopted area wide arterial streets and roads plan element of the Josephine County Urbanizing Area. Accordingly Corridor 1 would implement approved community planning objectives.

State Clearinghouse (A-95) review was completed and approval was given by letter dated November 8, 1971 (attached).

Other responses approved the E.I.S. without any comment or as not having any jurisdiction in the area.

A tabulation of the opinions given in testimony at the public hearing or in letters received as part of the hearing process along with responses received from the Draft Environmental Impact Statement distribution indicated a strong preference for Corridor 1. Consequently Corridor 1 is being advanced as the desirable route. A detailed proposal for a route within this corridor will be presented at a Design Public Hearing at a later date.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

The right-of-way program of land acquisition contains many features which tend to ease wherever possible, the adverse effect of conveyance of all or part of one's property to the Highway Division for public use. Direct payment of fair market value is the usual method. Various additives in payment for damages, moving costs (and other effects in hardship cases) are also included. A relocation assistance program is part of all right-of-way activities.

Wherever possible, improvements to local drainage and protection of natural resources are part of the overall consideration.

A detailed field survey will be made to determine the most feasible alignment and grade to minimize environmental impacts within the construction area.

Stage construction practices along with flagging and signing for maximum mobility and safety for the road user will be in force throughout the construction area. Air quality during construction will be controlled by the requirements of OAR Chapter 340 subdivision 1, sec. 21-050 through 21-060 (control of dust and other particulate matter) and subdivision 3, sec. 23-005 through 23-020 (open burning) which are now in effect and will be a part of all future contracts.

All access to various properties and existing roads will be maintained in a passable condition during construction and will be resurfaced upon completion of the project.

Cut and fill slopes will be contour graded, seeded and mulched for the re-establishment of a vegetation cover for erosion control, and to blend the new construction into the background.

8-2-72

EW:jb

FRUITDALE-HARBECK

(Plate 5, Table 5)

The Fruitdale-Harbeck Planning Area encompasses an attractive residential area where development has been suspended by sewage difficulties and where highway and tourist oriented commercial on Highway 99 has suffered with the advent of Interstate 5.

Natural Features - Except for two minor ridges, the area's slope is less than 20%. Although there are segments of good and fair soil, suitability in an area predominantly poor for septic systems, the type and density of development has made Fruitdale-Harbeck a sewage problem in its entirety.

In view of the urbanizing pressure, the occurrence of even prime agricultural land is no longer a development factor.

Land Use - Agriculture accounts for 10% of the land use with about 1/2 of the area in residential use which consists of 2/5 rural, 2/5 suburban and 1/5 urban densities. The area will probably be the scene of the project area's greatest housing growth as sewer service is provided. The full range of residential choice is proposed, but the likelihood is that most development will occur at medium or higher urban density which will underscore other community service problems. The range of residential density is as follows:

Farm (5 to 10 acres) small segments of poor soil around Allen Creek, between Highline Canal and Grandview Avenue and the Hamilton-Smokey Lanes area which requires these large lots pending sewer service.

Urban Low Density (1 to 3 units per acre) development suggested for the small riverfront area between Riverside Park and the projected Redwood Highway Bridge.

Urban Medium Density (3 to 6 units per acre) most of the area will develop in this range of 5,000 to 12,000 square feet lot size.

Urban High Density (6 to 30 units per acre) this concentration is proposed in the form of either multiple-family or apartment development for the river front strip from Fruitdale Creek to Climate Wayside Park.

Commercial land use along Old 99, Redwood Highway and the 6th-7th couplet is quite heavy. Almost entirely highway and auto oriented, the Redwood portion is growing while 99 suffers from the shift in major traffic flow. The plan suggests that this situation will continue with proposals for expanded commercial acreage along Redwood and the idea that the Old 99 area will remain commercial but undergo a change in type of commercial use.

Current industrial uses include scattered highway oriented operations, a saw mill and concrete batch plants. The plan's industrial designation represents a decrease of existing acreage by conversion to commercial use.

Public Facilities - Aside from issues of jurisdiction and student projects discussed elsewhere, the Fruitdale-Harbeck situation is one of Allendale Elementary and South Junior High being expanded to full capacity, Fruitdale Elementary being phased out, and a new school proposed in the Harbeck Road-Grandview-Drury Lane area.

In addition to emphasizing the concept of school-parks, the plan proposals for parks are: expansion of the Fairgrounds facilities and of Tussing-Irrigation Wayside; development of river frontage of Riverside Park; and possible development of a commercial or resort recreation area east of the proposed bridge crossing.

Fire protection coverage from the proposed south Grants Pass station will include most of Fruitdale-Harbeck within the one mile high value trip distance if a public rural fire protection district is formed.

Circulation - General plan proposals for trafficways included within the Fruitdale-Harbeck planning area are major road improvement for Grandview Drive-Harbeck Road as an eastwest connection and Cloverlawn Drive as a north-south arterial in addition to the important limited access linkup of the two sections of the Redwood Highway.

Development Alternatives - The introduction of sewer service to the area would enable all of the land below the Highline Canal to increase in housing density from farm residential to urban medium. Urban high density uses on either side of Riverside Park would be feasible with the flood control provided by the new dams.

rogue valley council of governments

courthouse
medford, oregon 97501
phone 773-6211 ext. 292

December 23, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Please be advised that the Rogue Valley Council of Governments at its regular meeting held December 20, 1971 approved the Corridor I design concept for the following Highway Division project:

> Grants Pass - New Hope Road Section of the Jacksonville Highway.

Corridor I is in conformance with the adopted areawide arterial streets and roads plan element for the Josephine County Urbanizing Area. Accordingly, Corridor I would implement approved community planning objectives.

Sincerely,

Gary A Scott

Gary A. Scott
Executive Director

GAS:bp

BEN GIFFORD

cc R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
George Thornton
C. T. Keasey

RECEIVED
DEC [illegible] 1971
PROGRAM & PLANNING

ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

November 30, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have received and reviewed the draft impact statement for Grants Pass-New Hope Road Section and foresee no additional adverse effects than those mentioned.

Thank you for the opportunity to comment on this draft statement.

Sincerely,

Hurlon C. Ray

Hurlon C. Ray
Assistant Regional Administrator
for Management

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 24, 1971

R. L. Porter, State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: Grants Pass-New Hope Road
Jacksonville Highway
PNRS # 71.0517

Dear Mr. Porter:

We have referred your draft Environmental Impact Statement to the appropriate State agencies. We have published and distributed notice to all State agencies and Councils of Governments. We have not received any replies indicating the need for additions or corrections.

You may use this letter as evidence of your compliance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95(Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

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NOV 2[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

1859

EXECUTIVE DEPARTMENT

PROGRAM PLANNING DIVISION

306 PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

November 8, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Grants Pass-New Hope Rd. Sec.
Jacksonville Highway
PNRS #71.0486 Josephine Co.

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate State agencies. All respondents indicated concurrence and approval.

The Local Governmnet Relations Division is quoted:

"We have reviewed the subject Notice of Intent submitted by the Highway Division and find that we can enthusiastically support this project which is in accord with the locally prepared and adopted comprehensive plan.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell
Cleighton Penwell

cc: November 15, 1971
R.E. Simpson, FHWA
F.B. Klaboe
F.L. Hall
D.H. Moehring
W.H. Tebeau
H.S. Cox
B.L. Gifford
George Thornton
C.T. Keasey

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NOV [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
AREA OFFICE
CASCADE BUILDING, 520 S.W. SIXTH AVENUE, PORTLAND, OREGON 97204

REGION X
REGIONAL OFFICE
SEATTLE, WASHINGTON

AREA OFFICES
Portland, Oregon
Seattle, Washington

November 5, 1971

IN REPLY REFER TO:
10.2PTP (Steele
Phone 226-3361
Ext. 2752)

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Subject: Grants Pass - New Hope Road Section
Jacksonville Highway
Josephine County

We have reviewed the Draft Environmental Impact Statement prepared by your agency for the subject project. On the basis of evidence presented in the "Statement", we feel that the choice of improving the existing route (Corridor 1) is probably the most prudent relative to the other alternatives.

However, we offer the following comments for your consideration in preparing future Environmental Impact Statements. The Statement for the subject project does not provide any definitive information on the anticipated relocation of people and businesses in the project area. As we have noted in several previous reviews of similar statements, information on relocation needs is very important in order for us to adequately evaluate such projects. We are not requesting specific relocation needs, but we feel that approximations of such needs for each alternative are easily possible and very desirable in these statements.

Another item which we feel is desirable in statements of this type is a brief description of present typical set-backs from the highway, and an approximation at least for the chosen alternative route of new set-back distances and approximate quantification of typical items that would of necessity be removed as a result of these new set-backs.

Sincerely,

Clifford T. Safranski
Assistant Director for
Planning and Relocation

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NOV 9 1971
PROGRAM & PLANNING

United States Department of the Interior
NATIONAL PARK SERVICE
920 N. E. Seventh Avenue
Portland, Oregon 97232

IN REPLY REFER TO:

November 5, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

This will acknowledge receipt of the draft environmental statements for the following proposed highway projects:

Grants Pass-New Hope Road Section
Jacksonville Highway
Josephine County

Hess Creek-Chehalem Creek Section
Pacific Highway West
Yamhill County

We have no comments to offer on these draft statements.

Sincerely yours,

Daniel F. Burroughs
Daniel F. Burroughs
Chief, Portland Field Office

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PROGRAM & PLANNING

DEPARTMENT OF DEFENSE

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-EQ

4 November 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have reviewed the Draft Environmental Impact Statement (Grants Pass-New Hope Road Section) and do not identify specific actions in areas for which we have jurisdiction. We therefore will not comment on the proposed project.

Sincerely yours,

Charles B. Brinkley

CHARLES B. BRINKLEY, JR.
Lieutenant Colonel, CE
Deputy District Engineer

RECEIVED
NOV 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:
D36 Your reference:
Grants Pass-New Hope Road Section
Jacksonville Highway
Josephine County

Mr. R. L. Porter
State Highway Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Porter:

The Draft Environmental Impact Statement for the above referenced project received with your letter dated October 22 has been reviewed by our staff. We know of no public recreation areas, projects, or proposals that would be adversely affected by this highway project. The statement, as it relates to our programs and interests, appears to be adequate. The inclusion of bicycle trails and footpaths within the project corridor would increase outdoor recreation opportunities in the area.

Sincerely yours,

Maurice H. Lundy

Maurice H. Lundy
Regional Director

cc:
David G. Talbot
Kessler R. Cannon

RECEIVED
NOV 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8688 Grants Pass-New Hope Rd. 1978
Sec. of the Jacksonville Hwy.
(Grade, pave, sign & signals) #1

8658

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DEC [illegible] 1971
FOR F

J

rogue valley council of governments

courthouse
medford, oregon 97501
phone 773-6211 ext. 292

December 23, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Please be advised that the Rogue Valley Council of Governments at its regular meeting held December 20, 1971 approved the Corridor I design concept for the following Highway Division project:

> Grants Pass - New Hope Road Section of the Jacksonville Highway.

Corridor I is in conformance with the adopted areawide arterial streets and roads plan element for the Josephine County Urbanizing Area. Accordingly, Corridor I would implement approved community planning objectives.

Sincerely,

Gary A Scott

Gary A. Scott
Executive Director

GAS:bp

BEN GIFFORD

cc R. E. Simpson, FHWA
~~E. B. Klaboe~~
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
George Thornton
C. T. Keasey

NOTED
E. B. KLABOE

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PROGRAM & PLANNING

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DEC 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon 97501
December 21, 1971

NOTED
F. B. KLABOE

SUBJECT: Grants Pass - New Hope Road Section
Jacksonville Highway
Josephine County

To: L. H. Young
Program and Planning Engineer
Salem, Oregon

The Rogue Valley Council of Government met in regular session at the Jackson County Courthouse Annex, Monday, December 20, 1971, at 7:30 P. M. On the agenda, scheduled for review and comment, was the Grants Pass - New Hope Road Section - Notice of Intent.

At the last council meeting this project was postponed to give council members an opportunity to attend formal hearings and be better prepared to comment. Discussions included which corridor the majority favored, number of families to be displaced, how much the final design right of way would vary from the present proposed corridor right of way, and how many opposed the proposed project. The council was advised that Corridor No. 1 was highly favored, possibly 10 familes would be relocated on Corridor No. 1, the design right of way should not vary to a great extent from the proposed corridor right of way and until the design is completed it would not be possible to say how much, and 2 or 3 individuals opposed Corridor No. 1.

The council then voted unanimously to approved Corridor No. 1.

George T. Thornton
George T. Thornton
District Engineer

GTT:flk

CC: C. T. Keasey

NOTED
R. D. ASBURRY

Gifford Chase

12-23-71

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OFFICE OF
STATE HIGHWAY ENGINEER

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DIVISION

cc Klaboe

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Noted
GEORGE M. BALDWIN

Salem, Oregon
December 9, 1971

SUBJECT: Public Opinion Research
Jacksonville Highway
Grants Pass

To:

Ret'd to Pub. Aff.
7-3-72
R

In Turn

George M. Baldwin
Tom Edwards
F. B. Klaboe

Thought you might like to glance through the proposal from Campaign Information Counselors in order to get a better understanding of what we are trying to do with gathering and evaluating public opinion on the Grants Pass to New Hope Section of the Jacksonville Highway.

Please return when you have completed your reading.

Gary L. Sund
Gary L. Sund
Public Affairs Director

GLS:ob
Enc.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

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OFFICE OF
STATE HIGHWAY ENGINEER

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RECEIVED
DEC 2 1971
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

9

DATE: November 30, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-17-011(-)
Grants Pass - New Hope Road Section
Draft Environmental Impact Statement

Enclosed is a copy of comments received from our Regional office concerning the subject draft statement.

Please consider these comments in preparing the final Environmental Impact Statement for this project.

Enclosure
Memo, 11-26-71, Regional Env Coord to Div Engr

12-2-71
REFERRED TO
Young
By Asst. State Hwy. Engr.

Young
[illegible]

NOTED
TOM EDWARDS

RECEIVED
DEC 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 ([illegible])
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: November 26, 1971

In reply refer to: 08-00.36

TO : Mr. R. E. Simpson
Division Engineer
Salem, Oregon

FROM : I. C. Lloyd
Regional Environmental Coordinator
Portland, Oregon

SUBJECT: Oregon Project S-17-011(-)
Grants Pass-New Hope Road Section
Draft Environmental Impact Statement

Reference is made to your October 27, 1971 memorandum. The Regional Environmental Committee has reviewed the draft environmental statement for the subject project and offer the following comments for your consideration in preparing the final submittal:

1. The map furnished does not show enough detail. A review of the Grants Pass, Oregon Urban Area Map reveals other streets, which intersect Jacksonville Highway, Union Avenue and Harbeck Road within the project vicinity. Physical features such as Allen Creek, Highline Canal and South Canal are discussed in the text, but not shown on the environmental statement map. Neither is the location of Allendale School shown, although its approximate location is described on page 6. The final submittal should be accompanied by adequate maps showing all streets, physical features such as streams, canals, etc., and significant public and/or private developments such as Allendale School.

2. The extensive use of photographs was helpful in visualizing some of the existing conditions adjacent to the various corridors proposed. This should be continued, where possible and practical.

3. Paragraph (2) of the Summary Sheet should be expanded to indicate the facility planned where a 2-lane facility presently exists.

4. Pages 1-3, DESCRIPTION AND PURPOSE OF PROPOSAL: This section should be expanded to include a discussion of existing and proposed right of way requirements, degree of access control to be implemented and proposed roadway width in each Corridor. It is not clear whether additional lanes would be added to Corridor 2 (Harbeck Rd.), or whether the current two-lane Harbeck Rd. now being upgraded by the County is intended to carry the estimated 1991 traffic. The description of Corridor 2 at the top of page 3 should be expanded to clarify what is planned, provided this Corridor is chosen.

-more-

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OREGON DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN
GPO 901.654

Also, very little discussion on Corridor 3 is provided. It is assumed traffic from U.S. 199 (Redwood Highway) would utilize Corridor 3 rather than Union Avenue. Having mentioned the corridor in the statement would be desirable to give further details and possibly indicate that U.S. 199 is already a 4-lane facility.

The discussion of the natural and man-made environment in the vicinity of the project is incomplete. It is assumed most land within the project area is used for residential purposes. It would be helpful to indicate the type of land use along both Corridor 1 and 2. Since Corridor 2 follows closely parallel to the Highline Canal, it would be desirable to indicate whether some of the adjacent land is currently irrigated and used for farming. Likewise, what facilities are located along the Jacksonville Highway (motels, restaurants, gasoline service stations, etc.) that would be affected by widening from a two-lane to a four-lane facility?

5. Pages 3-5, PROBABLE IMPACT OF PROJECT ON ENVIRONMENT: This section should be expanded to include a general discussion of the general impact a new four-lane facility will have in the project area, such as the possible increased development of industrial, commercial and/or residential properties. About how many displacements will there be in each corridor, and how many residences, businesses, etc. would remain within 250'feet of the new highway?

6. Pages 5-8, PROBABLE ADVERSE ENVIRONMENTAL EFFECTS: The comment on air quality being improved, provided any large amount of "stop and go" traffic is eliminated, should be rephrased. Any initial improvement to the air quality could be offset by increased volumes of traffic, thereby adding more exhaust fumes into the atmosphere.

The phrase, "No significant change in sound levels along Corridor 1 is expected", is contradictory to the text that follows, bottom of page 5 and on page 6.

The statement on page 6 that truck noise decreases with increasing speed is not substantiated with pertinent data, and should therefore be deleted.

The discussion of noise impact on Corridor 2 should be expanded to indicate the effect on South Junior High School.

7. Page 11, STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS: It is considered desirable to indicate what erosion control and landscaping measures will be incorporated in the proposal to minimize harm and compensate for the destruction of existing vegetation, trees and shrubs.

GRANTS PASS-NEW HOPE ROAD SECTION

Jacksonville Highway

Josephine County

Corridor Narrative

Two corridor route studies are presented for improvement or relocation of the Jacksonville Highway between the limits of the Redwood Interchange and the intersection of New Hope Road. The need for an improved facility on this section of state highway is evident when the future traffic volumes are compared with the capacity of the existing facility. The average daily traffic in 1970 for this section of highway was 5400 vehicles, with a projected volume in 1990 of 10,000 vehicles daily. The computed capacity of the present highway is 5600. The projected 1990 average daily traffic for Corridor #2 is 7800 vehicles with 3400 remaining on the existing highway. These traffic volumes were based on an origin-destination study of this area conducted in June, 1971.

Both corridors are presented with a facility having four 12-foot lanes, a 4-foot median and 10-foot shoulders with consideration for left-turn refuges at major intersections. Bikeways and/or footpaths will be considered.

$1,550,000
1.4 miles ?
See Statement P. 1

Corridor #1 is essentially an improvement of the existing highway, and would be accomplished by widening of the present roadway to a width to accommodate the present and future needs of the motorist. Additional right-of-way would be needed and modification of the present grade in some areas would be necessary in order to meet the requirements for safe stopping sight distance. It is anticipated that ten homes would be relocated, involving approximately 35 individuals. Three businesses would be displaced. No farm units or non-profit organizations would be affected. The estimated total cost for construction of this corridor is $1,550,000; the approximate length is 1.4 miles.

1.6 miles

$1,720,000

Corridor #2 leaves the present highway at its intersection with Harbeck Road, generally following Harbeck Road to the vicinity of South Junior High School. From this point it traverses southerly from the Junior High School and follows the irrigation canal to the intersection with New Hope Road and the existing highway. The length of this corridor is approximately 1.6 miles, for which the total cost has been estimated at $1,720,000. Approximately 17 homes would be relocated, involving 57 individuals. No businesses or non-profit organizations would be affected.

Public utilities which may be affected by construction in this area are Pacific Power and Light Company, Pacific Northwest Bell Telephone Company, Grants Pass Irrigation District, California-Pacific Utilities Company and Southern Oregon Cable TV.

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UNITED STATES GOVERNMENT

Memorandum

FOR
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a/i
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: November 18, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project S-17-011(-)
Grants Pass-New Hope Road Section
Draft Environment Impact Statement

We have reviewed the draft statement submitted with Mr. Asburry's October 21 letter and offer the following:

1. The impact of Corridor No. 2 on the Junior High School located on Harbeck Road should be discussed.

2. The reconstruction of this section should be considered as a means of gaining easier access and additional capacity for the local community rather than for traffic to the Jacksonville area.

3. Safety of traffic at the connection of the New Hope Road must be considered. This proposed plan consists of a four lane facility from the New Hope Road into Grants Pass. Its connection at the New Hope Road will create an additional hazard which must be taken into consideration.

4. When setting up a route for a corridor hearing we must consider a "long" section in order to assure that we have not committed ourselves to a section that is not compatible with the entire route. It would be desirable to consider a "longer" distance and the possibility of a bypass route.

11-22-71
REFERRED TO
Young
BY ASST. STATE HWY. ENGR

NOTED
E. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
NOV 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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WOODCUTS UNLIMITED

TELEPHONE: AREA 503
476-7381
P. O. BOX 1206
GRANTS PASS,
OREGON
97526

NOV 19 19

FOR FI

11-18-71

Oregon Truckers Association
2153 S.W. Main
Portland, Oregon 97205

re:Relocation of Williams Highway, Grants Pass.

Gentleman:

I would like to draw to your attention a proposal to relocate Williams Hwy, from its present location to a possible route called Corridor # 2.
I would like to point out the following reasons why Corridor # 2 should not be built.

A. Corridor # 2 will be longer than existing highway.
B. Corridor # 2 will not be as straight as existing highway.
C. Corridor # 2 will pass the South Junior High School, this would most likely mean a reduced speed limit.
D. According to State Highway cost estimates, the widening of Williams Highway would be less costly and would be a saving to the tax payers.

As a business man in the lumber industry, I feel that to widen Williams Highway to a modern 4 lane highway would be in the best interest of all concerned.

I would appreciate if you would make the Truckers Association views known to the Secretary of the State Highway Commission.

The public hearing on the proposed highway will be held in Grants Pass on Dec. 8 th and 9 th.

Respectfully,

Gerold Sommer

Gerold Sommer

map enclosed.

C.C. sent to Mr. Floyd Query, Secr.
Oregon State Hwy. Comm.

Mr. Sam Haley, Director
Deptr. of Transportation

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OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

November 12, 1971

Mr. Earl E. Ensminger
638 Fairmede Avenue
Palo Alto, California

Dear Mr. Ensminger:

This is in reply to your letter of November 2 requesting the proposed dates when construction will start on the Williams Creek Section of the Jacksonville Highway west of Provolt.

This project is not scheduled for construction in the near future. The Highway Division is, however, acquiring rights of way from affected property owners. Scheduling of the project will be dependent upon available funding.

Existing access rights of affected property owners are being reestablished during right of way degotiations. Your easement, therefore, should not be eliminated as a result of our proposed construction. A more definite answer would be possible if we knew across whose property your easement exists.

If further information is needed, please feel free to write to me.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Victor D. Wolfe
Location Engineer

NOTED
R L PORTER

VDW:mc

bc R. L. Porter

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NOV 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

November 2, 1971

Mr. Victor Wolfe, Location Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon

Dear Mr. Wolfe:

I would greatly appreciate your letting me know the approximate start and completion dates for the construction of the new bridge over the Williams Creek on State Highway 238 (just west of Provolt).

We own property in the immediate vicinity and access, via easement, is affected by your plans.

Thank you for giving me whatever information is available at this time.

Very truly yours,

Earl E. Ensminger
638 Fairmede Avenue
Palo Alto, California 94306

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NOV 8 - 1971
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NPPEN-EQ

4 November 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have reviewed the Draft Environmental Impact Statement (Grants Pass-New Hope Road Section) and do not identify specific actions in areas for which we have jurisdiction. We therefore will not comment on the proposed project.

Sincerely yours,

CHARLES B. BRINKLEY, JR.
Lieutenant Colonel, CE
Deputy District Engineer

orig to Young 11-8-71

NOTED
F. B. KLABOE

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING Octo

Distribution of information relative to these projects has been made t agencies for review. If your agency was not included in the distribution a examine and comment on any of the proposals, information will be supplied u

10-29-71

Clearing-house #	Applicant	Project Description	Location
71.0507	Highway Division	Austin Road Intchge Sunset Highway $1,500,000	Washington C
71.0508	Highway Division	N. Tigard-S. Tigard Intchge-Pacific Highway (I-5) $3,550,000	Multnomah and Washington
71.0509	Highway Division	Morgan Lake Phase IV, Development $ 4,000	Union County
71.0510	Highway Division	Union City Park $ 9,948	Union
71.0511	Highway Division	Riverside Park Story-book Village Development $ 6,000	Union County
		Mill Creek Park (Phase I) Acquisition $ 8,000	Union County
71.0512	Highway Division	Santana Park Development $ 1,500	Marion County
71.0513	Highway Division	The Heads, Port Orford $ 100,000	Curry County

NOV 4 - 1971

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11-4-71

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

ICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING October 29, 1971

of information relative to these projects has been made to selected state w. If your agency was not included in the distribution and you desire to t on any of the proposals, information will be supplied upon request.

plicant	Project Description	Location	Admin. Dist.
ay Division	Austin Road Intchge Sunset Highway $1,500,000	Washington County	2
ay Division	N. Tigard-S. Tigard Intchge-Pacific Highway (I-5) $3,550,000	Multnomah and Washington	2
ay Division	Morgan Lake Phase IV, Development $ 4,000	Union County	13
ay Division	Union City Park $ 9,948	Union	13
ay Division	Riverside Park Storybook Village Development $ 6,000	Union County	13
	Mill Creek Park (Phase I) Acquisition $ 8,000	Union County	13
ay Division	Santana Park Development $ 1,500	Marion County	3
ay Division	The Heads, Port Orford $ 100,000	Curry County	7

NOTED
F.B. [illegible]

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING October

Clearing-house #	Applicant	Project Description	Locatio
71.0514	Highway Division	Skinners Butte Riverfront Development, Phase III $ 16,000	Lane Count
71.0415	Highway Division	Wilark Park Development $ 5,000	Marion Cou
		Claggett Creek Park, Development $ 1,500	Marion Cou
71.0516	City of Dufur	Water Supply System $ 359,800	Dufur
71.0519	Port of Portland	Portland International Airport - Runway 10R-28L and Taxiway Strengthening $1,100,000	Portland

REPORT OF ENVIRONMENTAL IMPACT STATEMENTS

71.0517	Highway Division	Grants Pass-New Hope Rd Jakcsonville Highway	Josephine
71.0518	Highway Division	Hess Creek-Chehalem Creek Pacific Highway West	Yamhill Co

pplicant	Project Description	Location	Admin. Dist.
hway Division	Skinners Butte Riverfront Development, Phase III $ 16,000	Lane County	5
hway Division	Wilark Park Development $ 5,000	Marion County	3
	Claggett Creek Park, Development $ 1,500	Marion County	3
y of Dufur	Water Supply System $ 359,800	Dufur	9
t of Portland	Portland International Airport - Runway 10R-28L and Taxiway Strengthening $1,100,000	Portland	2
NMENTAL IMPACT STATEMENTS			
hway Division	Grants Pass-New Hope Rd Jakcsonville Highway	Josephine County	8
hway Division	Hess Creek-Chehalem Creek Pacific Highway West	Yamhill County	3

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING October

Clearing-house #	Applicant	Project Description	Locatio

PUBLIC NOTICE NO. 71-N-25 - BRIDGES - U.S. Coast Guard

The Oregon State Highway Division has requested the Coast Guar the drawbridge regulations for the Willamette River Highway Bridge at

The Coast Guard is considering revising the regulations for th Street bridge across the Willamette River in Corvallis, to permit the remain closed to the passage of vessels. The draw is presently requi if at least 6 hours' notice has been given. This change is being con because there have been no requests for openings of the draw since Oc 1960.

SOLICITATION OF COMMENTS

Interested parties are requested to express their views in wri cerning the above proposed regulation, in sufficient detail to establ understanding of the reason for support or opposition. Comments will at the Office of the Commander, Thirteenth Coast Guard District, Atte to Navigation Branch, 618 Second Avenue, Seattle, Washington 98104, t November 19, 1971.

Applicant	Project Description	Location	Admin. Dist.

PUBLIC NOTICE NO. 71-N-25 - BRIDGES - U.S. Coast Guard

e Oregon State Highway Division has requested the Coast Guard to amend
ridge regulations for the Willamette River Highway Bridge at Corvallis.

e Coast Guard is considering revising the regulations for the Van Buren
idge across the Willamette River in Corvallis, to permit the draw to
osed to the passage of vessels. The draw is presently required to open
st 6 hours' notice has been given. This change is being considered
here have been no requests for openings of the draw since October 5,

ION OF COMMENTS

terested parties are requested to express their views in writing con-
he above proposed regulation, in sufficient detail to establish a clear
ding of the reason for support or opposition. Comments will be received
fice of the Commander, Thirteenth Coast Guard District, Attention: Aids
tion Branch, 618 Second Avenue, Seattle, Washington 98104, through
19, 1971.

NOV [illegible] 1971

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. L. Porter, State Highway Engineer DATE: October 29, 1971

FROM: Federal Aid Coordination Unit
301 Public Service Bldg. Salem

Klaboe

SUBJECT: Grants Pass-New Hope Road, Jacksonville Highway
PNRS #71.0517

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you would use this reference in any future correspondence on this project.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by November 19, 1971.

If you have questions or need assistance, please let us know.

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OFFICE OF
STATE HIGHWAY ENGINEER

WCK:mv

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NOTED
F. B. KLABOE

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EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING Octo

Distribution of information relative to these projects has been made t
agencies for review. If your agency was not included in the distribution a
examine and comment on any of the proposals, information will be supplied u

10-15-71

Clearinghouse #	Applicant	Project Description	Location
71.0481	City of Grants Pass	Auxiliary Fire Station and Training Center $225,000	Grants Pa
71.0482	Highway Division	Hess Cr.-Chehalem Cr. (Newbert) Section $410,000	Yamhill C
71.0483	City of Metolius	Sewage Collection and Treatment $204,550	Metolius
71.0484	City of Dayville	Water Supply and Distribution $ 81,200	Dayville
71.0486	Highway Division	Grants Pass-New Hope Rd. Sec. Jacksonville Highway $1,500,000	Josephin
71.0487	Highway Division	Warren Section, Columbia River Highway $4,000,000	Columbia
71.0488	City of The Dalles	Secondary Sewage Treatment $354,230	The Dall

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EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

TICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING October 15, 1971

of information relative to these projects has been made to selected state
iew. If your agency was not included in the distribution and you desire to
ent on any of the proposals, information will be supplied upon request.

pplicant	Project Description	Location	Admin. Dist.
of Grants Pass	Auxiliary Fire Station and Training Center $225,000	Grants Pass	8
hway Division	Hess Cr.-Chehalem Cr. (Newbert) Section $410,000	Yamhill County	3
y of Metolius	Sewage Collection and Treatment $204,550	Metolius	10
y of Dayville	Water Supply and Distribution $ 81,200	Dayville	12
hway Division	Grants Pass-New Hope Rd. Sec. Jacksonville Highway $1,500,000	Josephine County	8
hway Division	Warren Section, Columbia River Highway $4,000,000	Columbia County	2
ty of The Dalles	Secondary Sewage Treatment $354,230	The Dalles	9

NOTED
F. B. KLABOE

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REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING Octobe

Clearing-house #	Applicant	Project Description	Locati
71.0489	Portland Bureau of Parks	Old George School Site $ 52,000	Portla
71.0490	Oregon State Library	Pacific Northwest Bibliographic Center-Interlibrary Cooperation $ 5,414	Salem
71.0491	City of Medford	Landscape Improvements Streets and Parks $146,800	Medfor
71.0492	Harbor Sanitary District	Sewage Collection System $900,000	Harbor
71.0494	Reedsport Urban Renewal Agency	Neighborhood Development Program $290,304	Reedspo

REPORT OF ENVIRONMENTAL IMPACT STATEMENTS

71.0485	Department of Interior	Geothermal Leasing Program	Western
71.0493	Highway Division	Ridgeview School-Malloy Ranch Section, Succor Creek Highway	Malheur

licant	Project Description	Location	Admin. Dist.
nd Bureau ks	Old George School Site $ 52,000	Portland	2
State Library	Pacific Northwest Bibliographic Center-Interlibrary Cooperation $ 5,414	Salem	3
f Medford	Landscape Improvements Streets and Parks $146,800	Medford	8
Sanitary ct	Sewage Collection System $900,000	Harbor	7
ort Urban l Agency	Neighborhood Development Program $290,304	Reedsport	6

ENTAL IMPACT STATEMENTS

nent of or	Geothermal Leasing Program	Western United States	
y Division	Ridgeview School-Malloy Ranch Section, Succor Creek Highway	Malheur County	14

RECEIVED
OCT 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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STATE OF OREGON

OCT 18 1971

INTEROFFICE MEMO

TO: R. L. Porter, State Highway Engineer DATE: October 12, 1971

10-15-71

FROM: Federal Aid Coordination Unit
301 Public Service Bldg., Salem

SUBJECT: Grants Pass-New Hope Rd. Sec. Jacksonville, Highway
PNRS #71.0486

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you would use this reference in any future correspondence on this project.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by November 5, 1971.

If you have questions or need assistance, please let us know.

RECEIVED
OCT 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WCK:mv

81-125-0015

NOTED
F. B. KLABOE

8688

RECEIVED
OCT 12 1971
FOR FILING

October 11, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 8	Grants Pass-New Hope Rd. Sec.
	Jacksonville Highway
Federal-Aid Secondary	Josephine County

The estimated date of filing for federal-aid funds on this project is February 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. E. Tabeau
H. S. Cox
B. L. Gifford
R. N. Chase
George Thornton
C. T. Kassey

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Grants Pass-New Hope Rd. Sec.
Jacksonville Highway,
Josephine County
October11, 1971

FROM: Applicant Agency State Highway Division Salem, Oregon (Address)

Contact Person L. H. Young 378-6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes...... No X ......(if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District eight (8) City Grants Pass

County Josephine Special District(s) (if applicable) - - -

Other affected jurisdictions/agencies - - -

3. **Federal Program**

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application

---

4. **Estimated Project Cost**

Federal Share $ 900,000
Loan...... Grant X.
Local Applicant Share (---)
(if any) $ ---

State Agency Share $ 600,000

Other (Specify) $ ---

Total $ 1,500,000

Source of State Agency Share

General Fund $

Other Funds (specify) $ 600,000 Highway

Indirect Cost Reimbursement

No X ...... Yes ...... $ ...... (Approx)

Will Federal share change: No X

Yes, from ......% to ......%

When......

5. **Period Covered by Projects**

Beginning date .... January 1973 ....
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) .... 12 months ....

Approximate ending date .... April 1974 ....

Will renewal be requested? Yes .... No ....X....

6. **Estimated Application Filing Date** .... February 15, 1972 ....

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

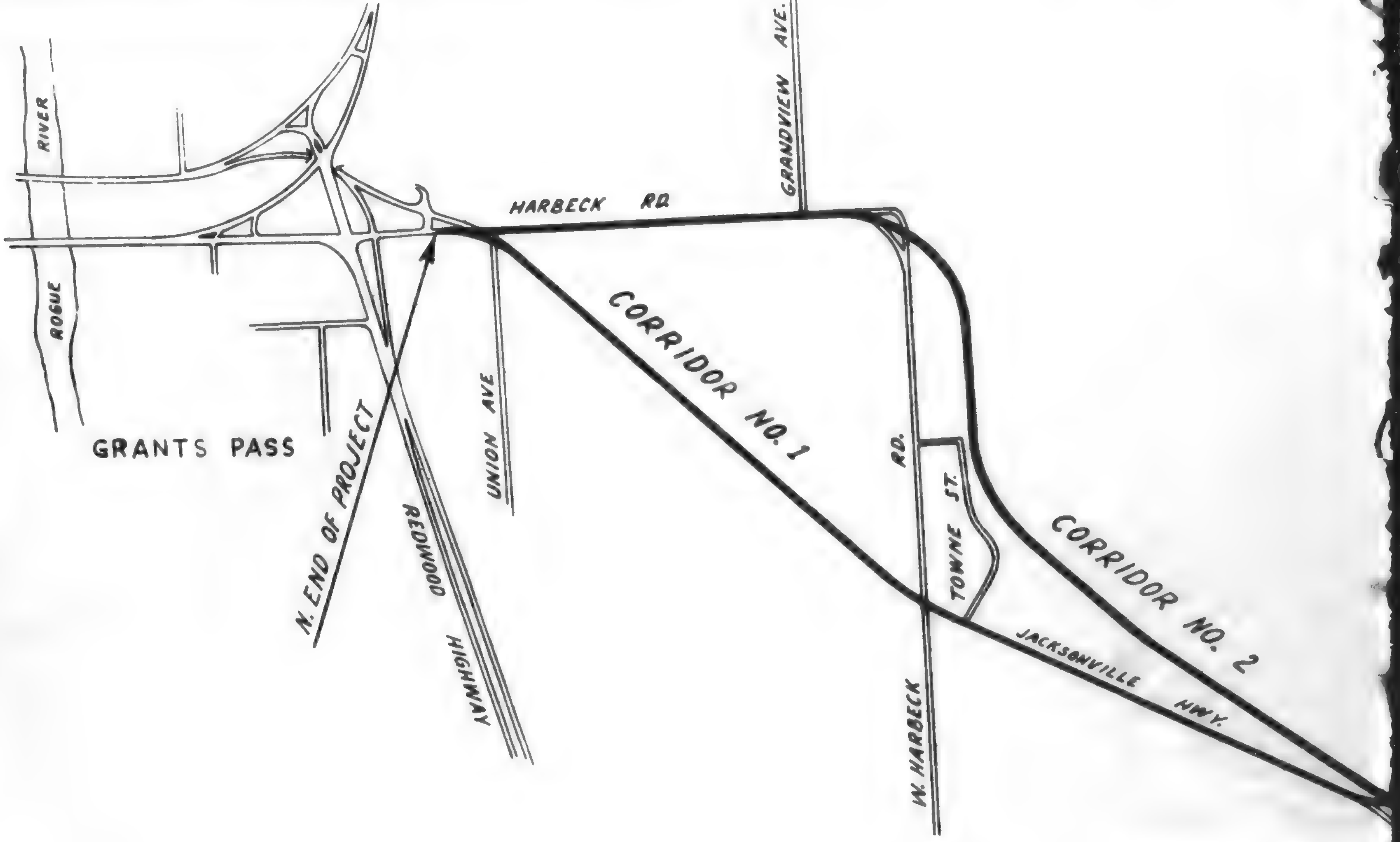
GRANTS PASS-NEW HOPE RD. SEC., JACKSONVILLE HIGHWAY, JOSEPHINE COUNTY

This project will consist of preliminary engineering, right-of-way acquisition, grading, paving, drainage structures, and incidental work necessary to provide a four lane modern highway between the Redwood Interchange and New Hope Road. The construction length between these two points is approximately 1.4 miles. The average daily traffic in 1970 for this section of highway was 5,400 vehicles, with a projected volume in 1990 of 10,000 vehicles.

A two hearing process will be used on this section to determine the most satisfactory route, to all concerned, for the eventual construction of this proposed four lane facility.

This project is related to the Goals for a Livable Oregon by the updating of this substandard portion of the Federal-Aid Secondary system. Traffic density is high and the evident need for improvement dictates the construction of a modern facility for the traveling public.

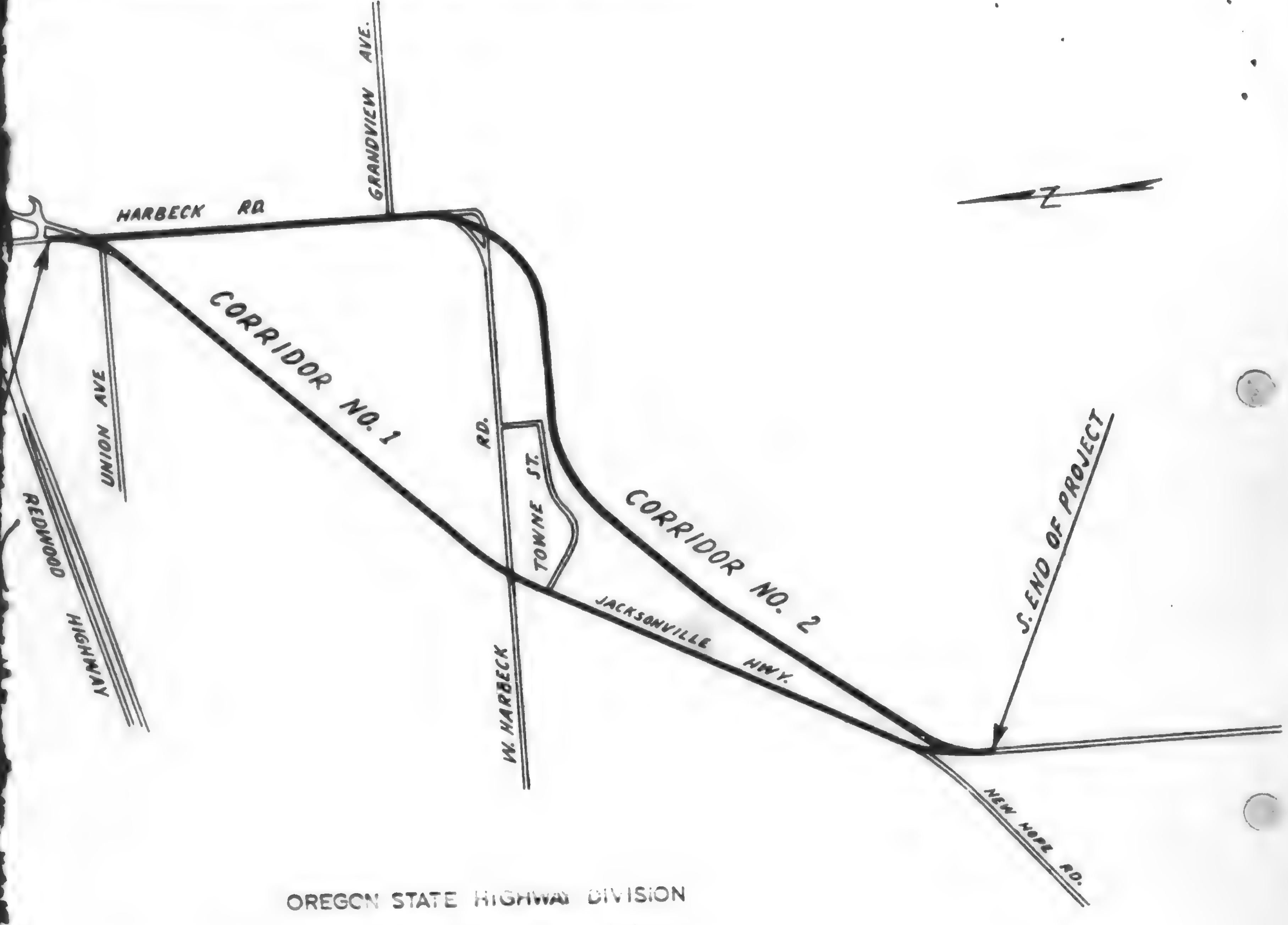
See attached map for geographical location.



OREGON STATE HIGHWAY DIVISION
Corridor Hearing Map

GRANTS PASS - NEW HOPE RD. SECT

JACKSONVILLE HIGHWAY
JOSEPHINE COUNTY



OREGON STATE HIGHWAY DIVISION

Corridor Hearing Map

ANTS PASS - NEW HOPE RD. SECTION

JACKSONVILLE HIGHWAY

JOSEPHINE COUNTY

8688 9

RECEIVED
SEP 24 1971

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
September 23, 1971

SUBJECT:
File 46231 - Cooper
Murphy - Provolt Section
Jacksonville Highway
Josephine County

To:
Mr. L. H. Young
Program and Planning Engineer

BUILDING

We have completed our appraisals on the proposed material source on the Jacksonville Highway belonging to Mary Cooper.

These appraisals were commenced as a result of your letter of April 8, 1971 to Mr. Frank Hall. Our appraisals have been reviewed at $28,000 and we are now requesting your authorization to negotiate.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

NOTED
F.B. KLABOE

JRO:ph

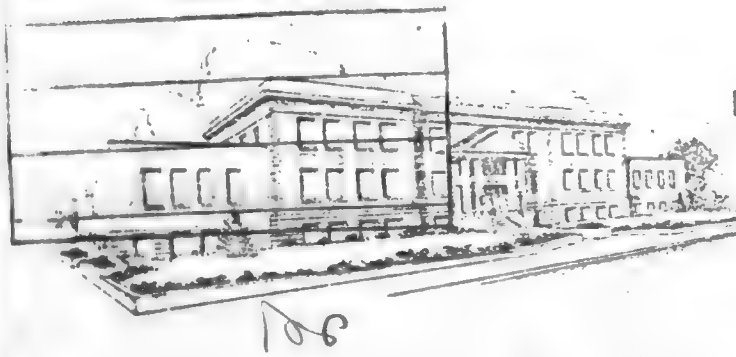
cc F. B. Klaboe
L. W. Riley

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8688

RECEIVED
SEP 16 1971
FOR FILING

Wally Owen J
acting COUNTY ENGINEER



108

DEPARTMENT OF ROADS 476-6849
JOSEPHINE COUNTY OREGON
COUNTY COURT HOUSE - GRANTS PASS, OREGON 97526

September ~~14~~ 16, 1971

Gr. Pass-New Hope Rd.
Pending Hearing of
Nov. 3-4, 1971

Josephine County
Harbeck Rd. Const.

Oregon State Highway Department
County-City Section
Room 405
State Highway Building
Salem, Oregon 97310

ATTENTION: Don Harwell

Gentlemen:

Enclosed is a completed set of construction plans for Harbeck Road which you requested by phone on September 13, 1971.

The proposed centerline finish grade shown on sheet 1 of 3 is for Harbeck Road from its' intersection with Jacksonville Highway South to the irrigation canal. The plan for the Jacksonville Highway or sheet 2 of 3 does not show any grades because we intend to simply widen the existing pavement using existing grades and super rates.

Very truly yours,

Jan G. Schoorl

Jan G. Schoorl
Design Engineer

JLH:mf
Enc.

RECEIVED
COUNTY & CITY SECTION
SEP 16 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ OE ☐ RC ☐ RPE ☐

RECEIVED
SEP 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Encl. handed to E. Welsh
of Design 9-16-71
Don H.

9-16-71 - Talked with Jan
this date & County is doing
grading work on 36' roadbed -
it appears strong criticism &
objection may be in order if
state proceeds with plan to reconstruct this new facility?!
Don H.

cc: Klaboe - Wills - Keasey

8688

RECEIVED
SEP 9 - 1971

FOR FILING

J

September 7, 1971

The Honorable E. D. "Debbs" Potts
State Senator
754 N.E. Madrone Street
Grants Pass, Oregon 97526

Dear Senator Potts:

We have completed our studies for improving a section of the Jacksonville Highway between the Redwood Highway and New Hope Road. Three alternatives were investigated. A sketch map showing these alternatives is enclosed.

Alternate A - Improve the existing highway by widening all on one side. The particular side would depend on the results of a detailed survey and could even alternate depending on what the survey shows.

Alternate B - Construct a new road taking off the Redwood Highway near Allen Creek Road.

Alternate C - Construct a new route utilizing Harbeck Road and new alignment between Harbeck Road and New Hope Road.

Alternate B does not lend itself to the traffic demands and was therefore eliminated from further consideration.

Alternate C does meet traffic demands but has several disadvantages.

1. It routes much heavier traffic past the Junior High School.

2. It contains some fairly steep grades.

3. It routes a new through route in what is now a residential and quiet area.

4. It requires that someone maintain two through routes--the existing route plus the new one.

Alternate A also meets traffic demands.

The concept several years ago was to take right-of-way from both sides and this damaged properites on both sides. We also were trying to squeeze the four lanes into a minimum of 90 feet. Our latest concept would be to take a minimum of 100 feet and to generally hold the existing right-of-way line on one side or the other. This way we do not damage both sides.

On August 25, Fred Klaboe of this office met with the three Josephine County Commissioners and discussed the alternates with them. It was agreed that the State Highway Division would hold a corridor hearing on the alternates during the first week in November. The recommendations of the Highway Department will be for Alternate A.

If you need further information, please advise.

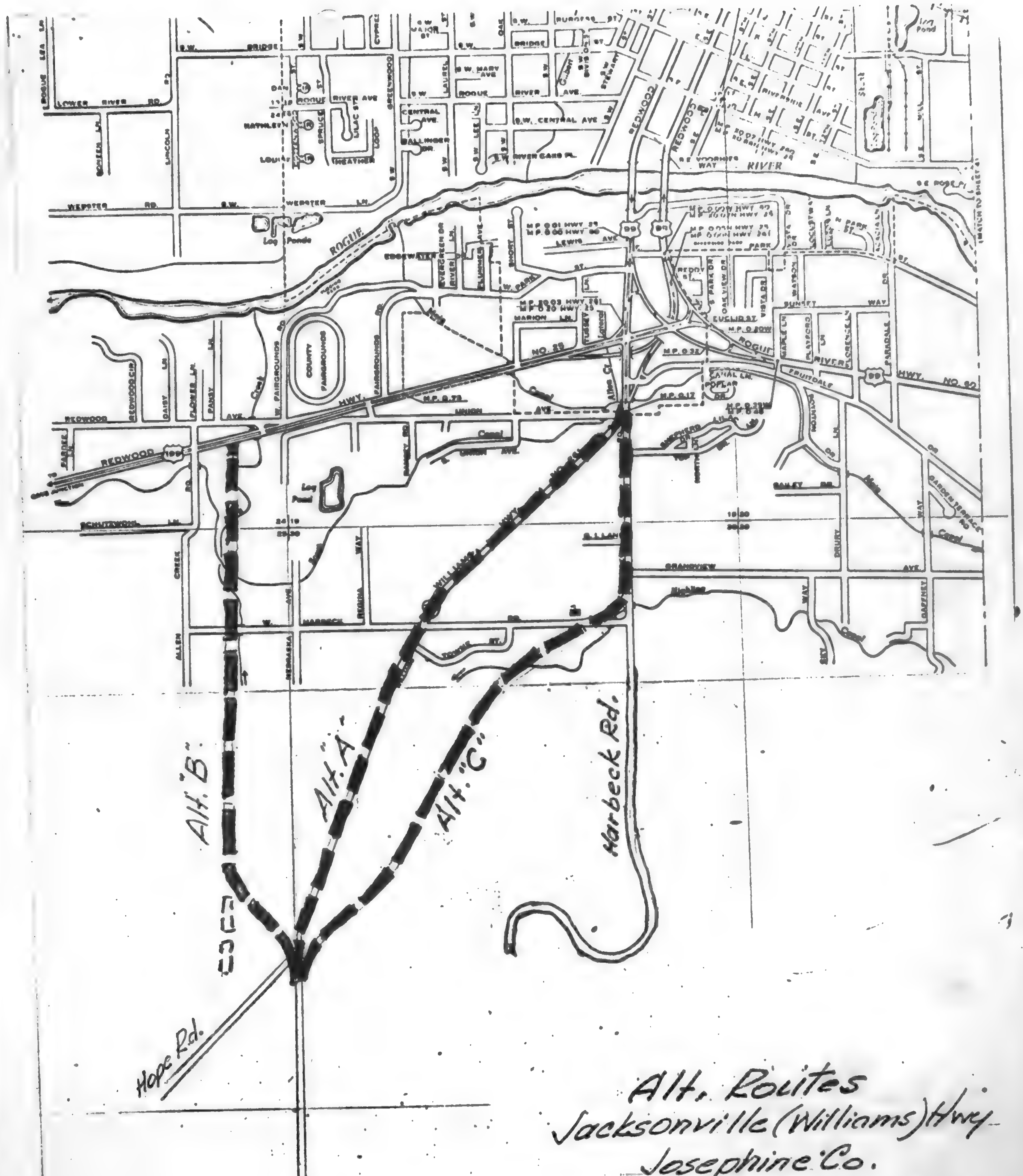
Very truly yours,

R. L. Porter
State Highway Engineer

FBK:kw kw

cc Hon. Sidney Bazett, State Representative
Mr. Bob Hart

bc Tom Edwards
Victor Wolfe
L. H. Young - Please discuss with Klaboe
Frank L. Hall - Please discuss with Klaboe
Ralph Sipprell
Carroll Keasey
F. B. Crandall



Alt. Routes
Jacksonville (Williams) Hwy
Josephine Co.
8-31-71

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 24, 1971

~~7-9~~
~~7-16~~
~~9/27~~
8/24

The Honorable Kenneth E. Jackson
Chairman, Board of Commissioners
Josephine County
County Courthouse
Grants Pass, Oregon 97526

F. B. KLABOE

Dear Mr. Jackson:

I have discussed the matter of improvements to the Jacksonville Highway between Grants Pass and Golf Club Road with the State Highway Commission. They have instructed us to review the whole proposal, including alternates, and then confer further with the Board and the people affected.

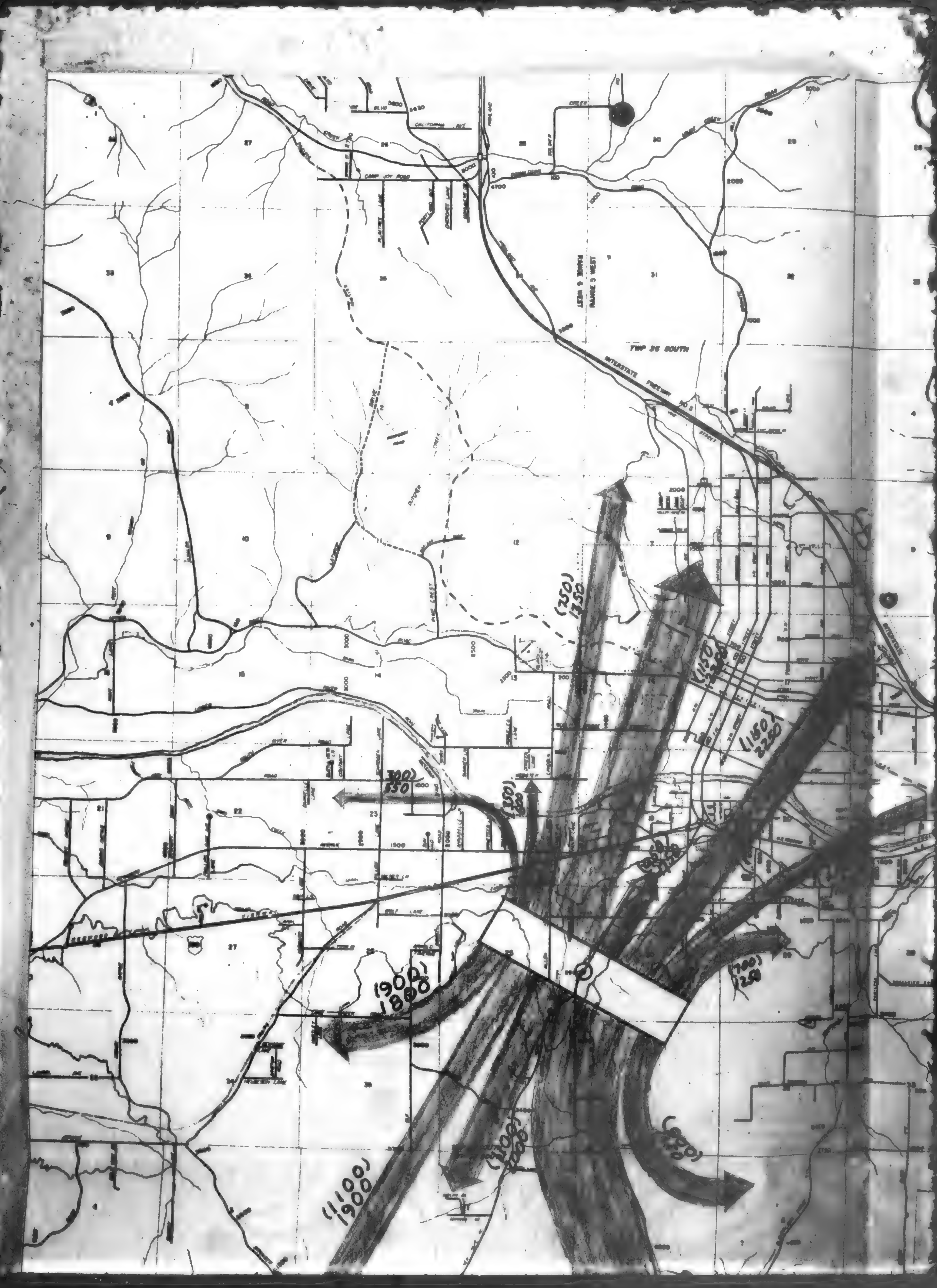
This study will take a little time and we will advise you when it is completed.

Very truly yours,

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
V. D. Wolfe
H. S. Cox
L. H. Young
Frank L. Hall
C. T. Keasey



CAMP JOY ROAD
CALIFORNIA AVE
RANGE 3 WEST
RANGE 2 WEST
TWP 36 SOUTH
INTERSTATE FREEWAY NO 5
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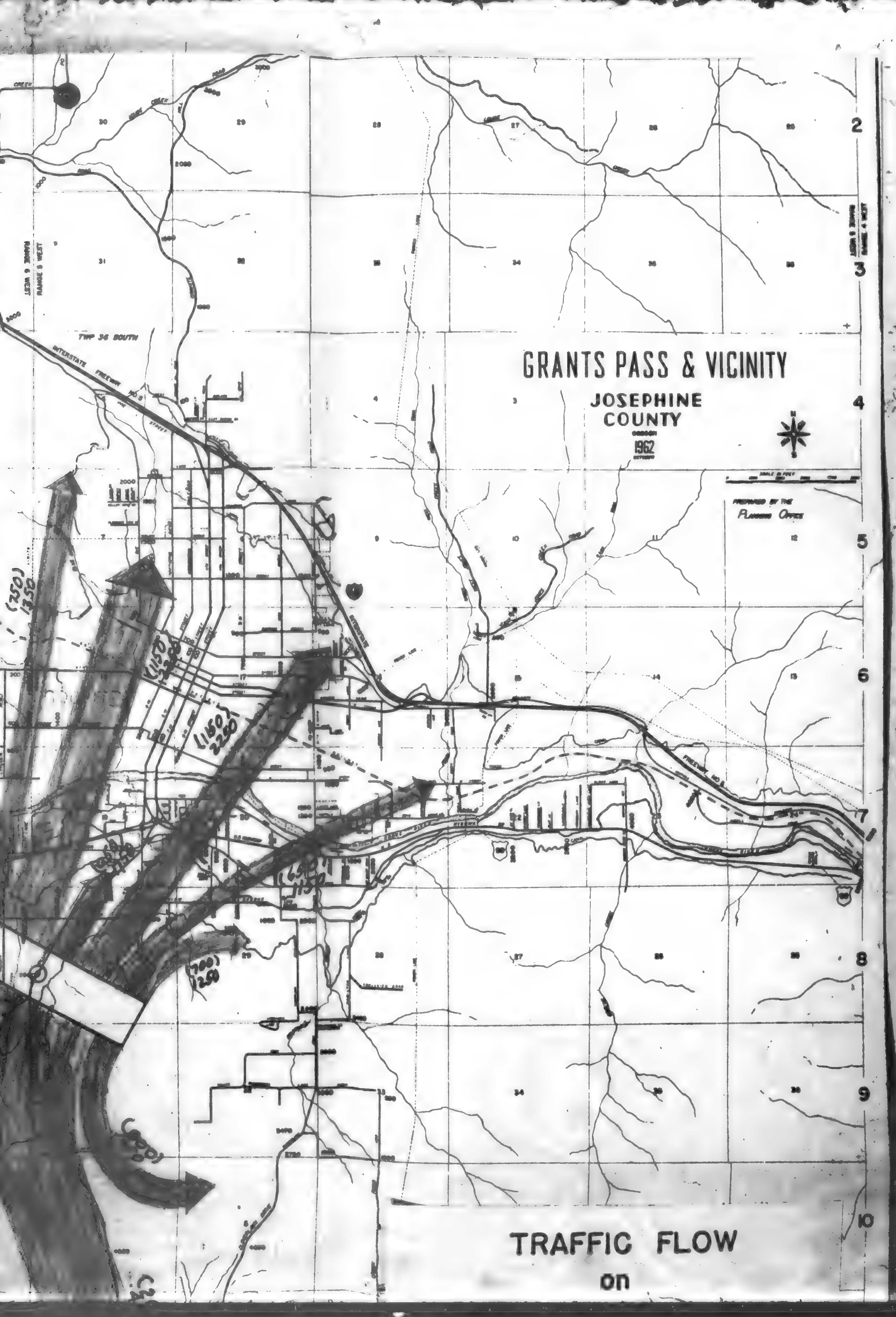
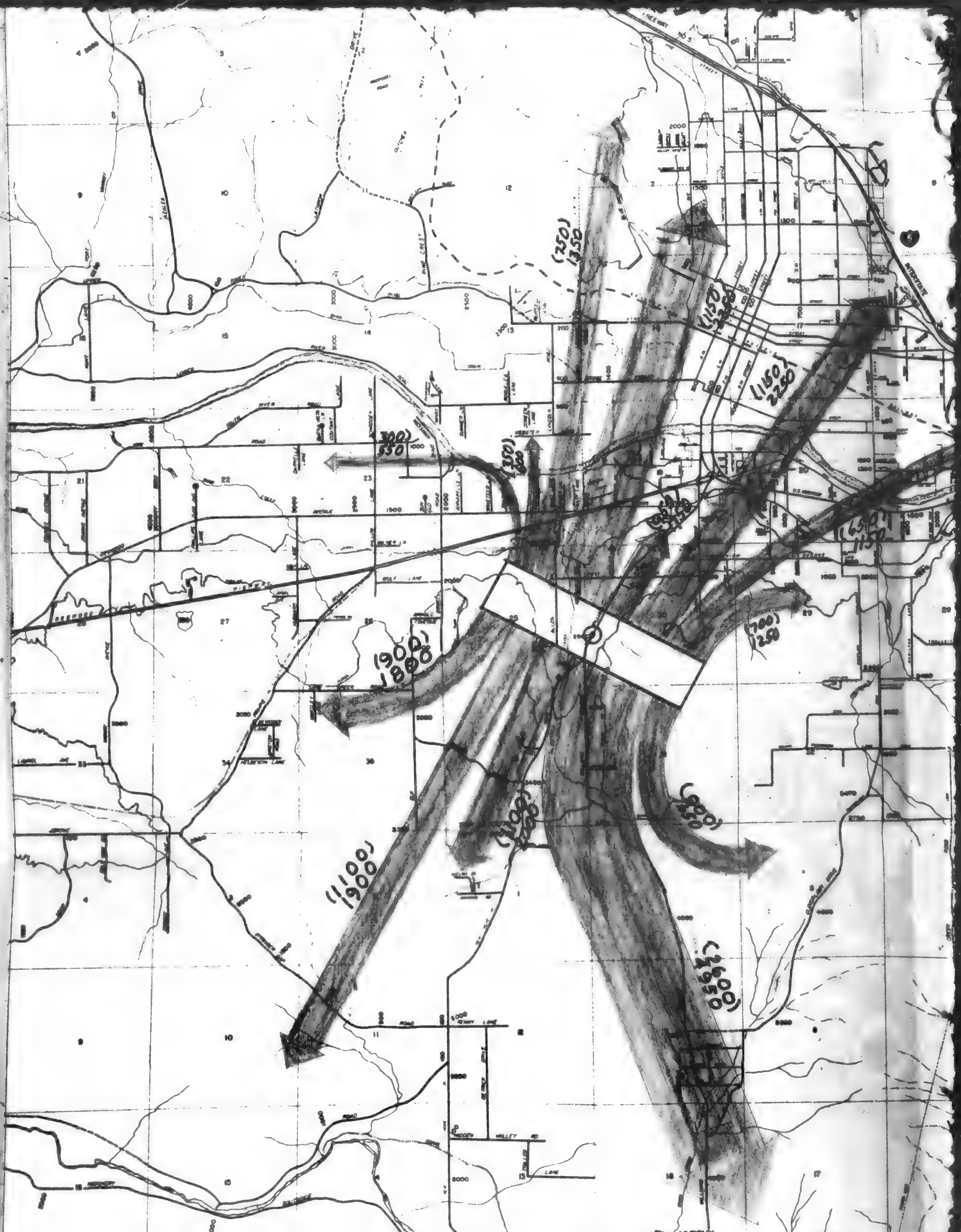


TRAFFIC FLOW

on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TWP 37 SOUTH
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MURPHY
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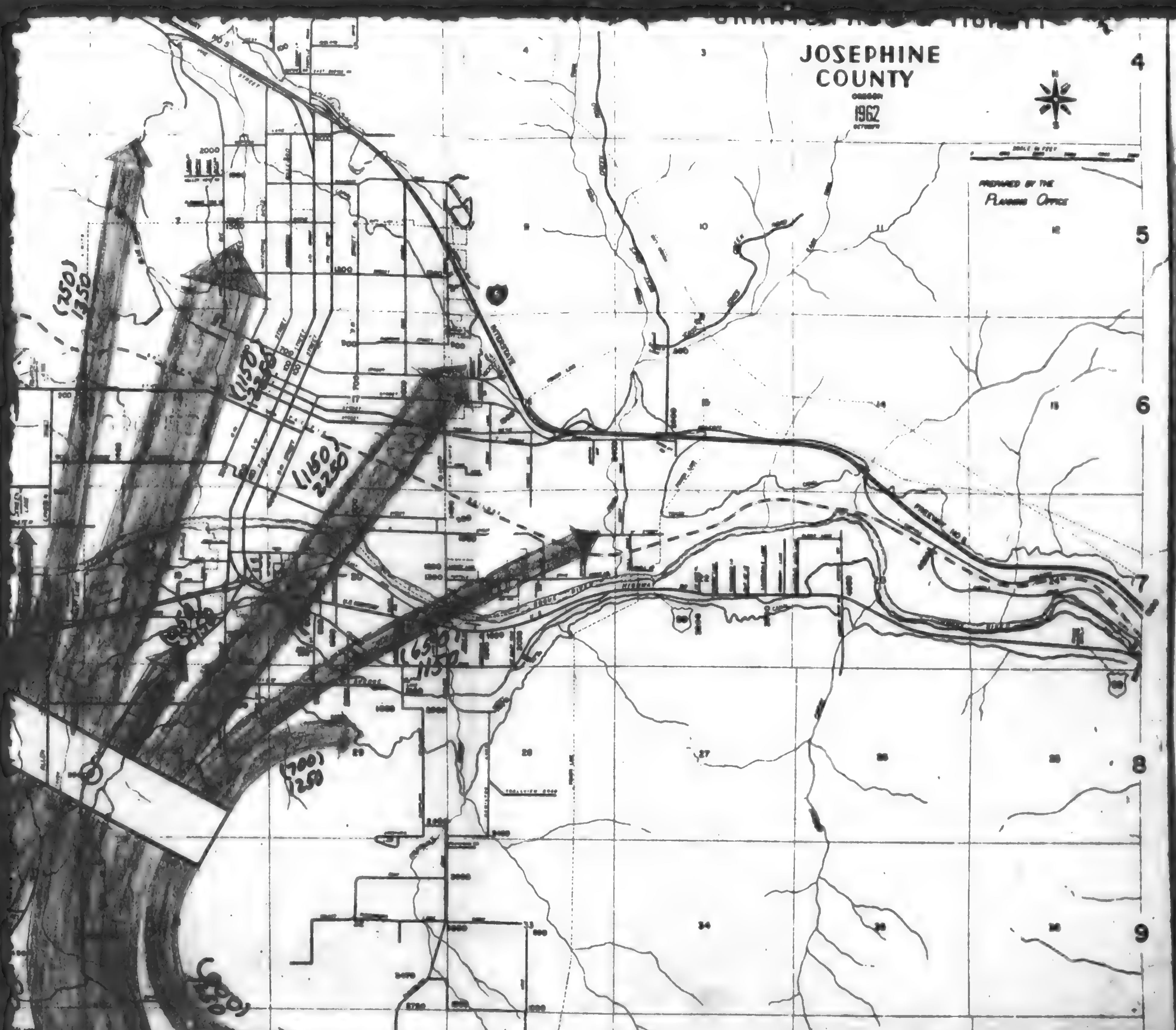
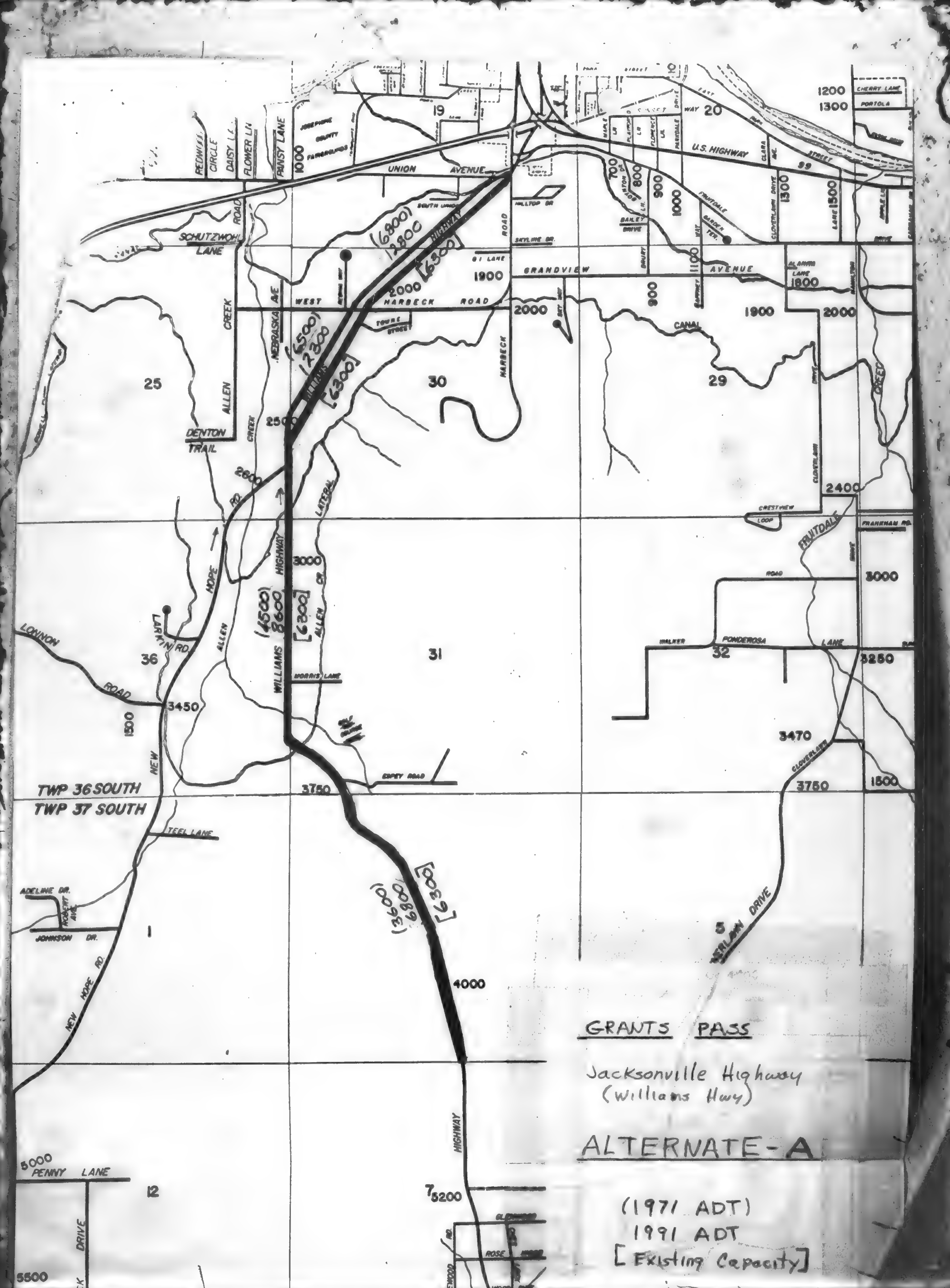


TRAFFIC FLOW
on
Jacksonville (Williams) Hwy.

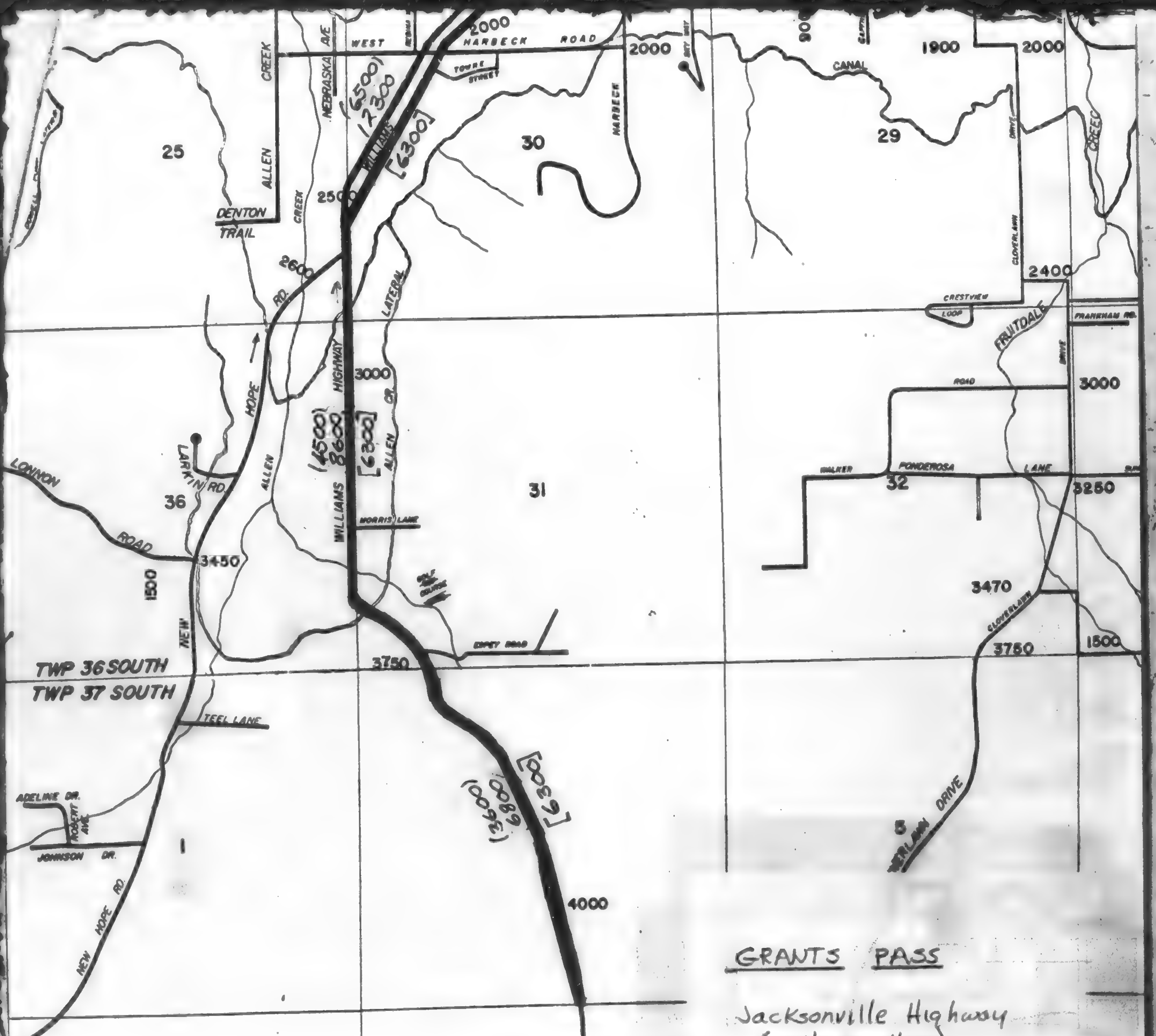


GRANTS PASS

Jacksonville Highway
(Williams Hwy)

ALTERNATE-A

(1971 ADT)
1991 ADT
[Existing Capacity]



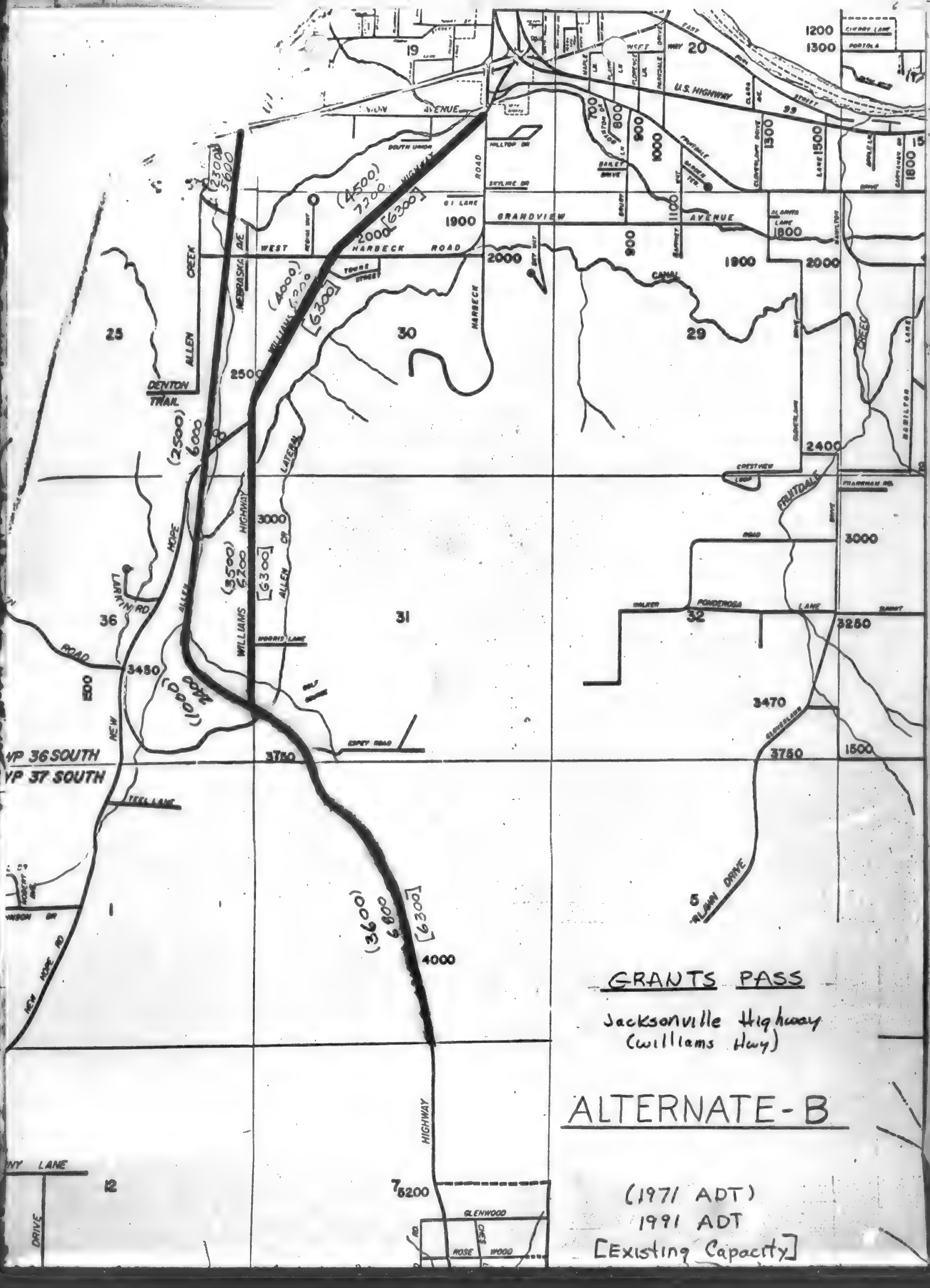
GRANTS PASS

Jacksonville Highway
(Williams Hwy)

ALTERNATE-A

(1971 ADT)
1991 ADT
[Existing Capacity]

July 7, 1971

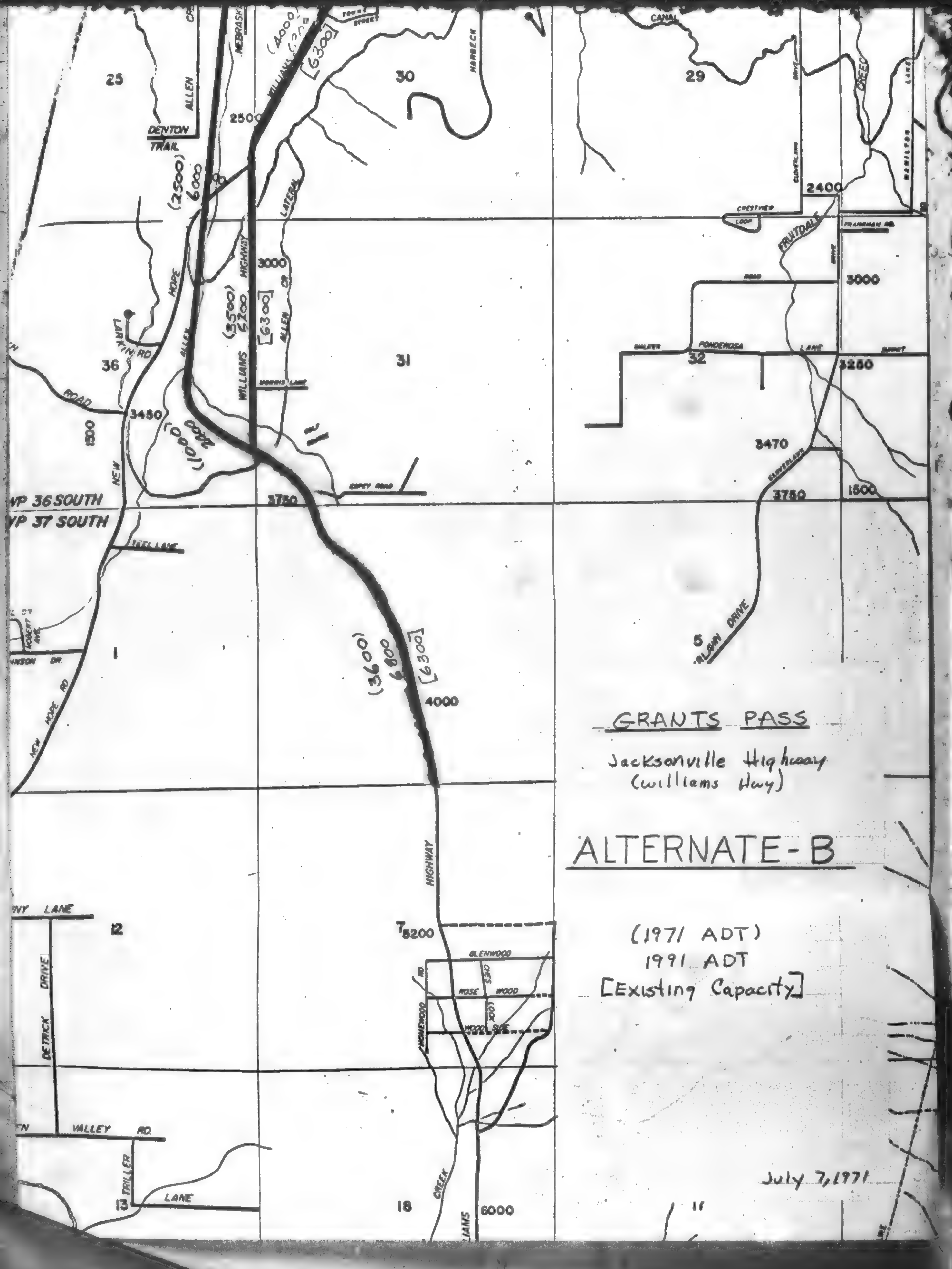


GRANTS PASS

Jacksonville Highway
(williams Hwy)

ALTERNATE-B

(1971 ADT)
1991 ADT
[Existing Capacity]



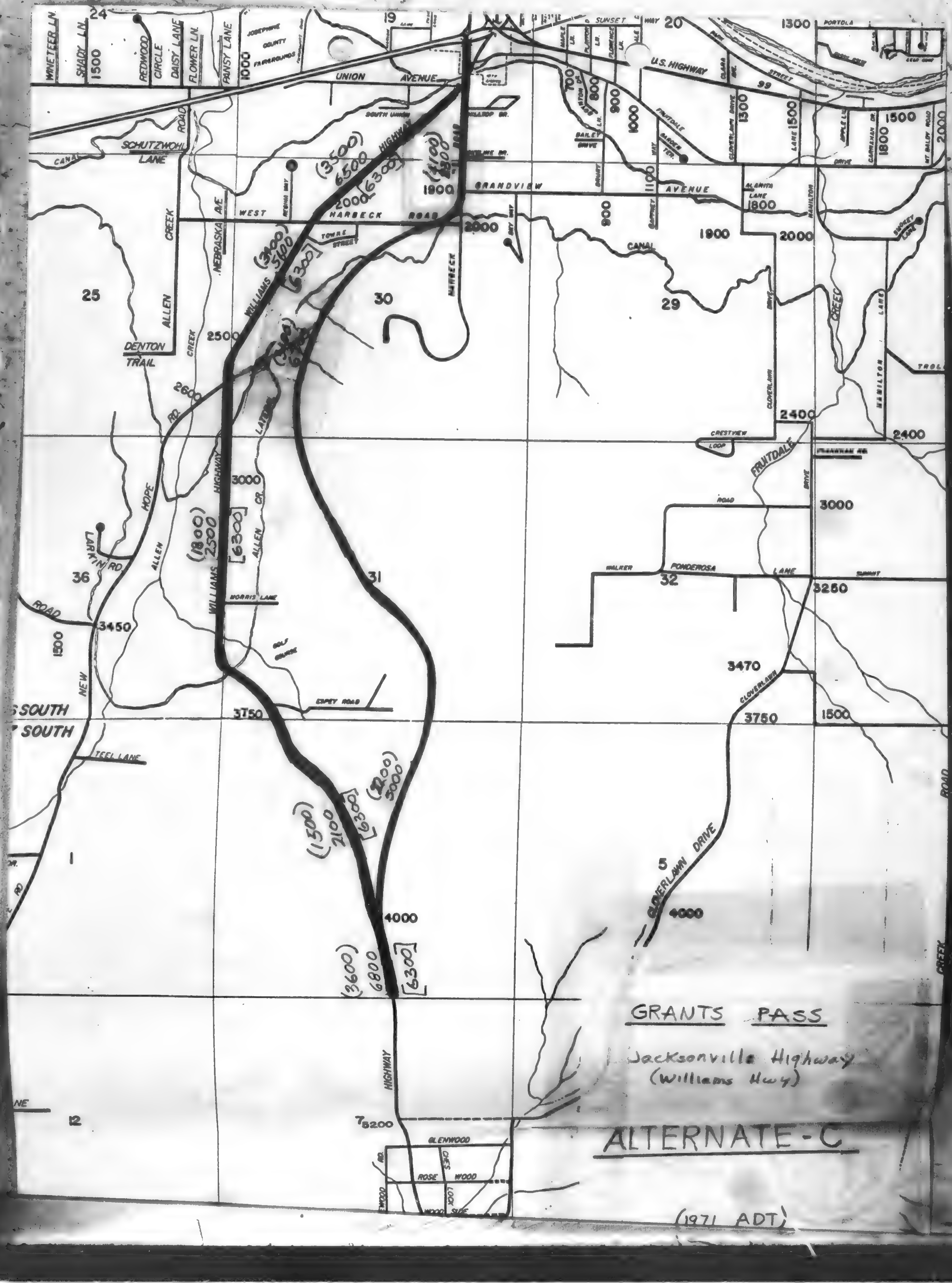
GRANTS PASS

Jacksonville Highway
(Williams Hwy)

ALTERNATE - B

(1971 ADT)
1991 ADT
[Existing Capacity]

July 7, 1971

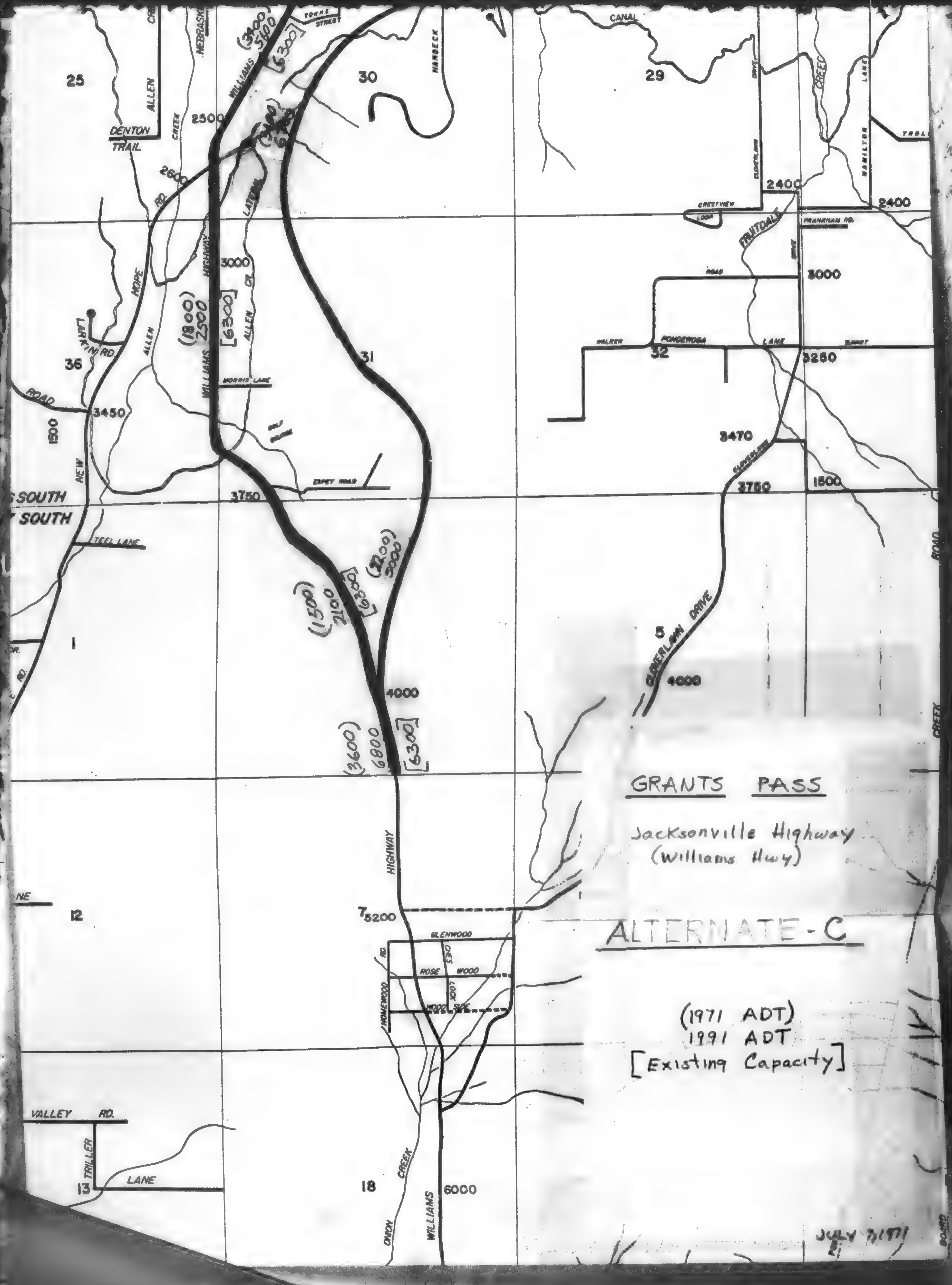


GRANTS PASS

Jacksonville Highway
(Williams Hwy)

ALTERNATE-C

(1971 ADT)


GRANTS PASS
Jacksonville Highway
(Williams Hwy)
ALTERNATE-C
(1971 ADT)
1991 ADT
[Existing Capacity]
JULY 7, 1971
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WILLIAMS
HIGHWAY
HARBECK
CANAL
TOWNE STREET
ALLEN
NEBRASKA
CREEK
DENTON
TRAIL
HOPE
RD.
LATERAL
ALLEN CR.
LARKIN RD.
ROAD
NEW
MORRIS LANE
ESPEY ROAD
SOUTH
TEEL LANE
CRESTVIEW
LOOP
FRUITDALE
CLOVERLAWN DRIVE
HAMILTON
LANE
FRANKHAM RD.
WALKER
PONDEROSA
LANE
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WOOD
HOMEWOOD
VALLEY RD.
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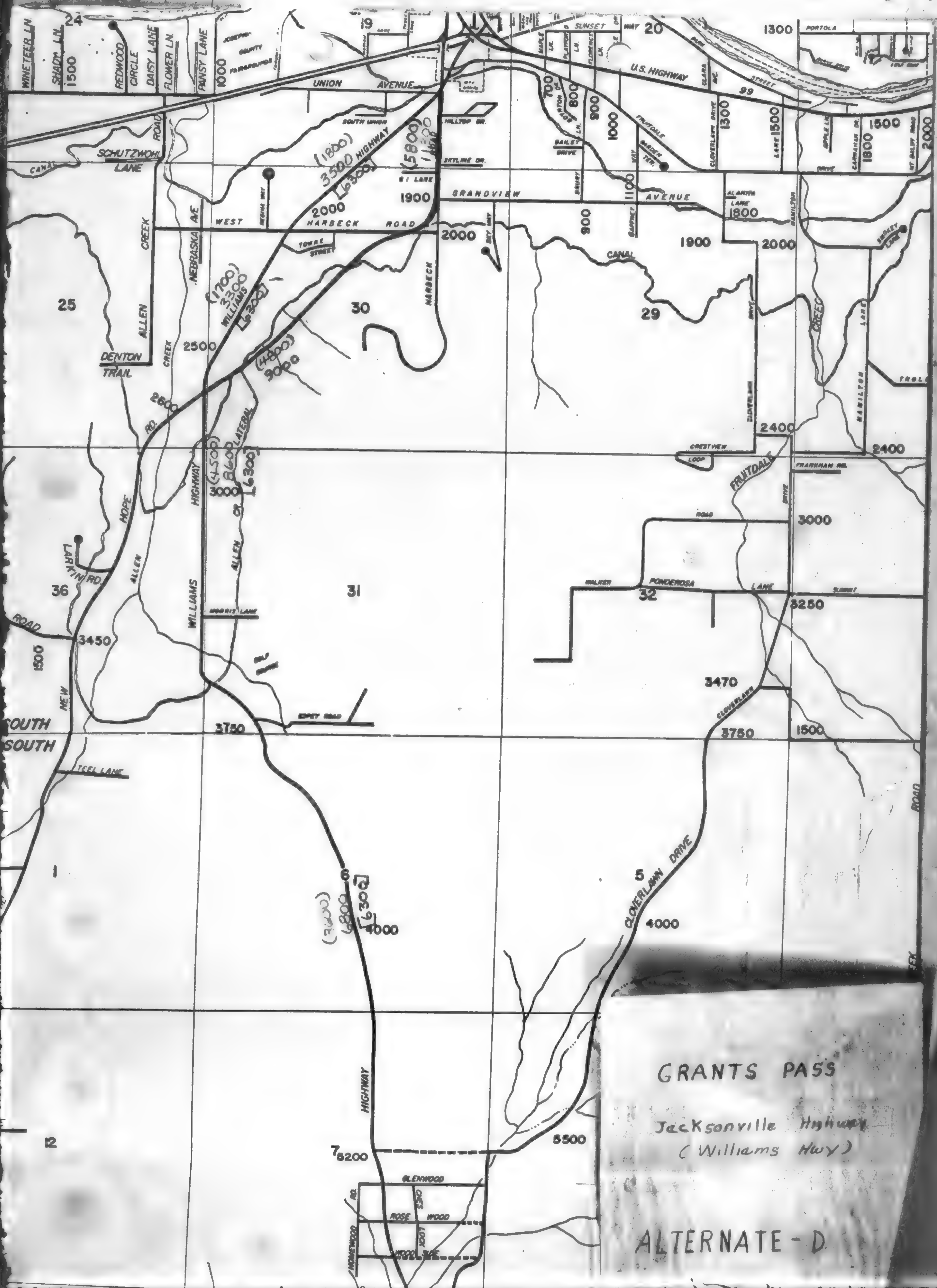
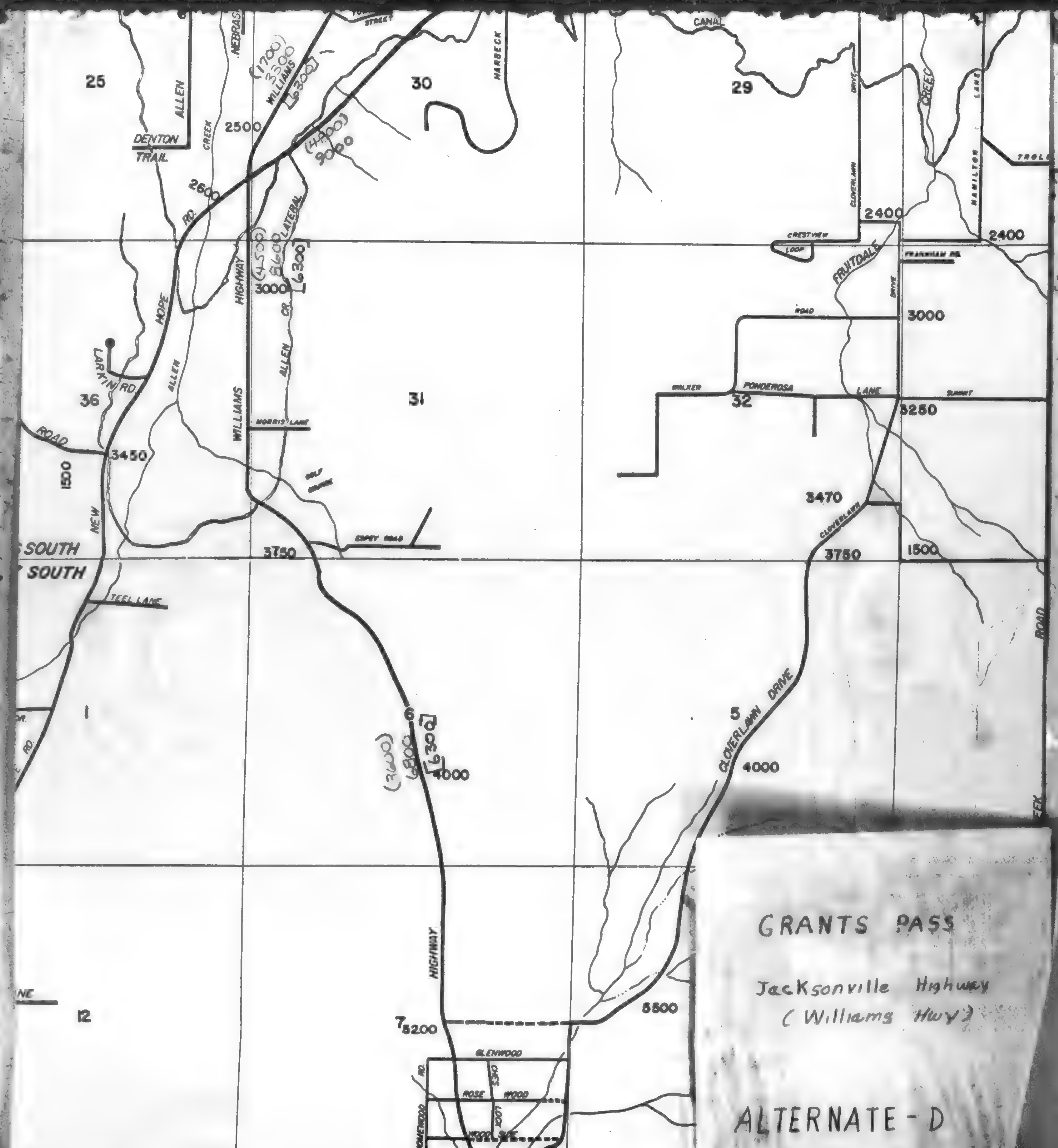


GRANTS PASS

Jacksonville Highway
(Williams Hwy)

ALTERNATE-D

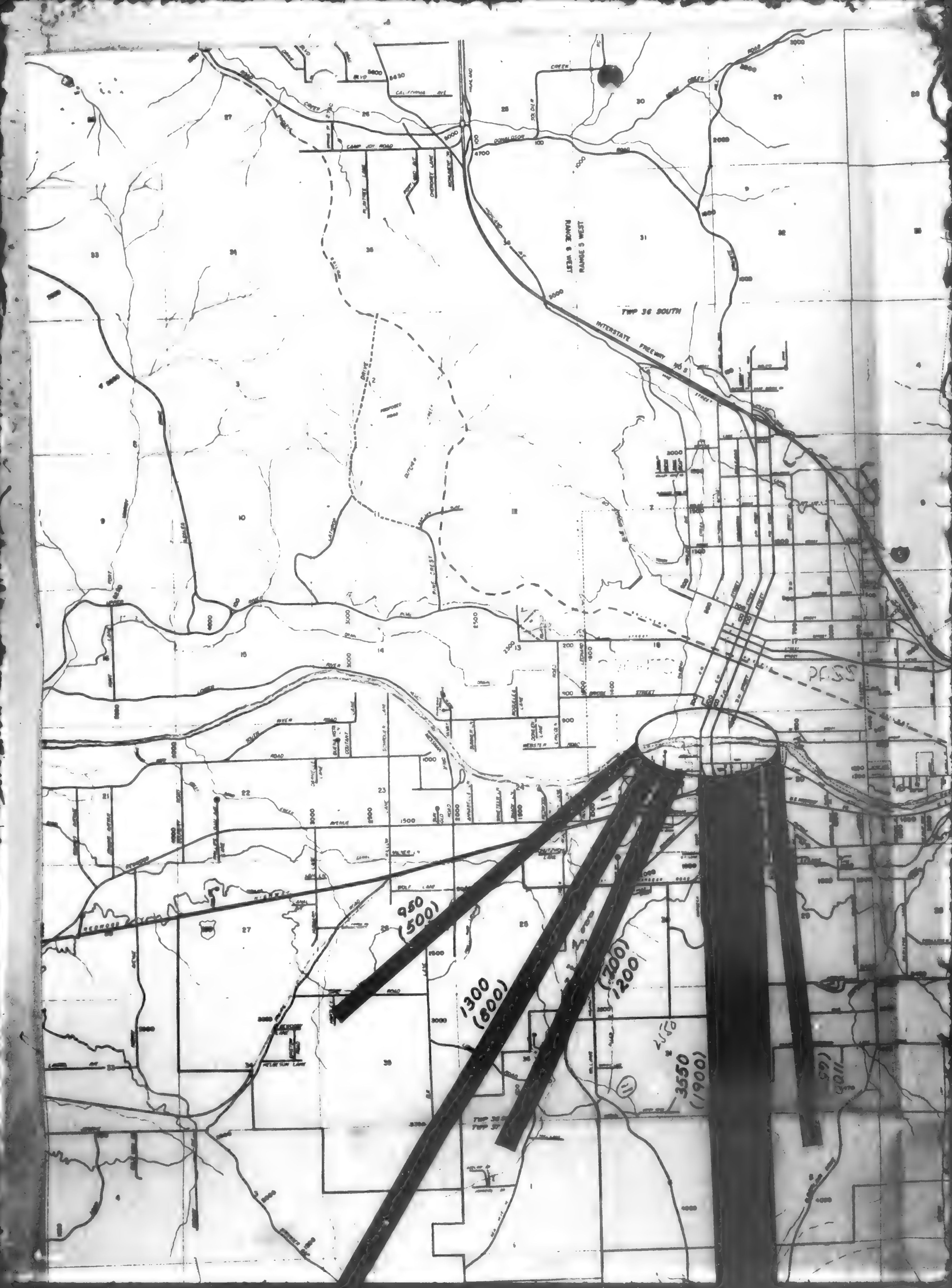


GRANTS PASS

Jacksonville Highway
(Williams Hwy)

ALTERNATE - D

(1971 ADT)
1991 ADT
[Existing Capacity]

CAMP JOY ROAD
CALIFORNIA AVE
DONALDSON
TWP 36 SOUTH
RANGE 6 WEST
RANGE 5 WEST
INTERSTATE FREEWAY
LOWER RIVER ROAD
SOUTH RIVER ROAD
REDWOOD HIGHWAY
BROOKSIDE STREET
TWP 36 S
TWP 37 S
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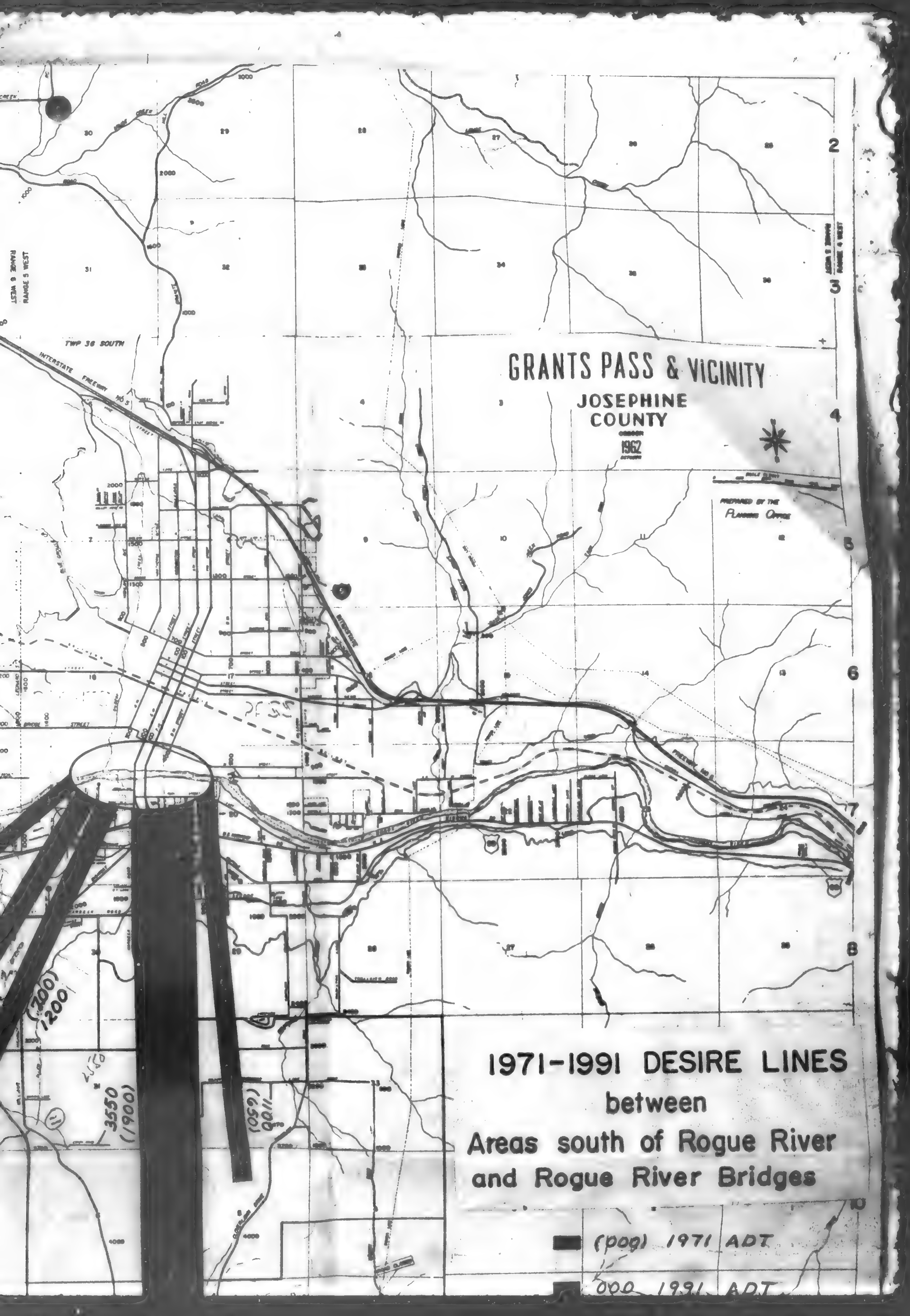
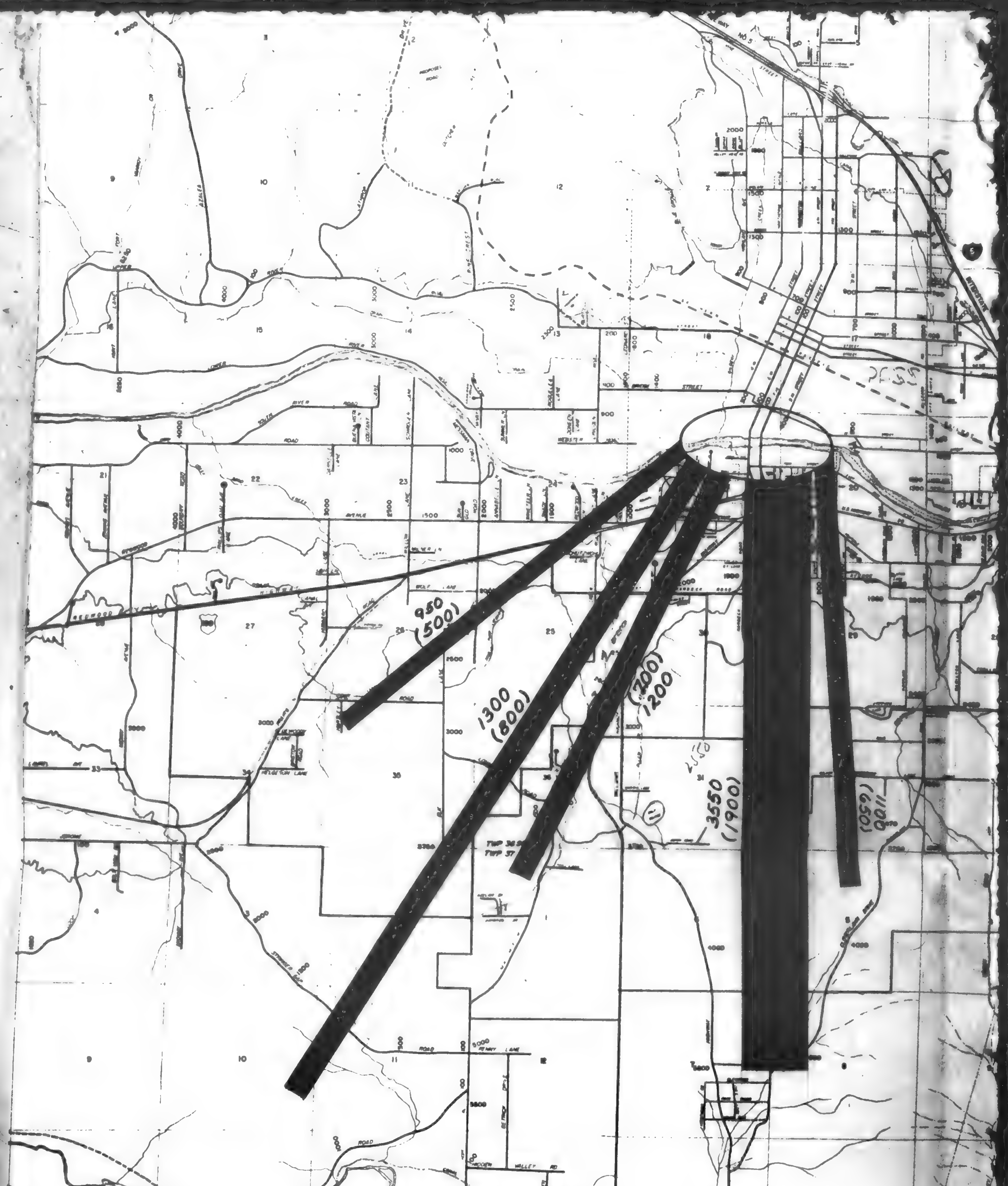


1971-1991 DESIRE LINES
between
Areas south of Rogue River
and Rogue River Bridges

■ (000) 1971 ADT

■ 000 1991 ADT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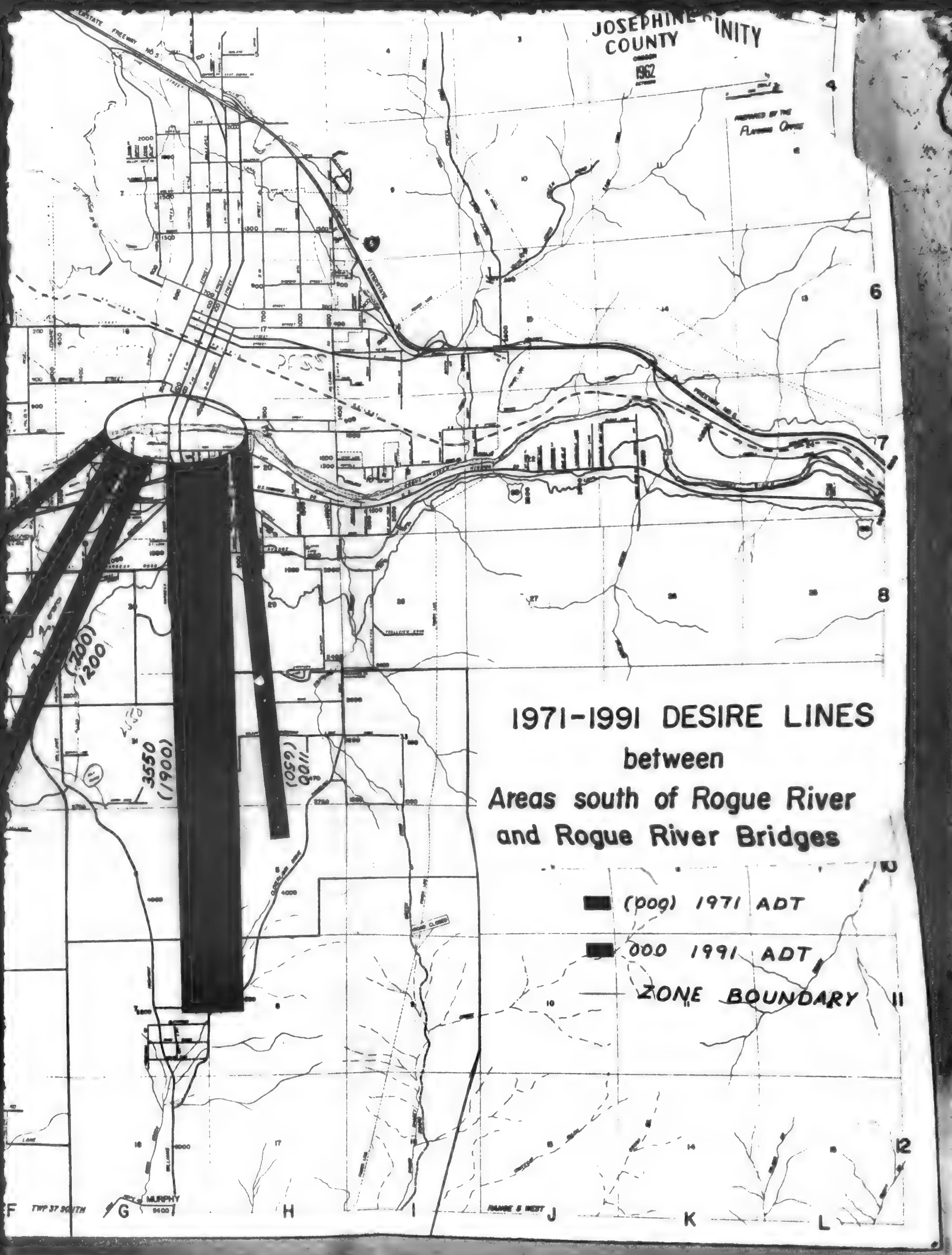
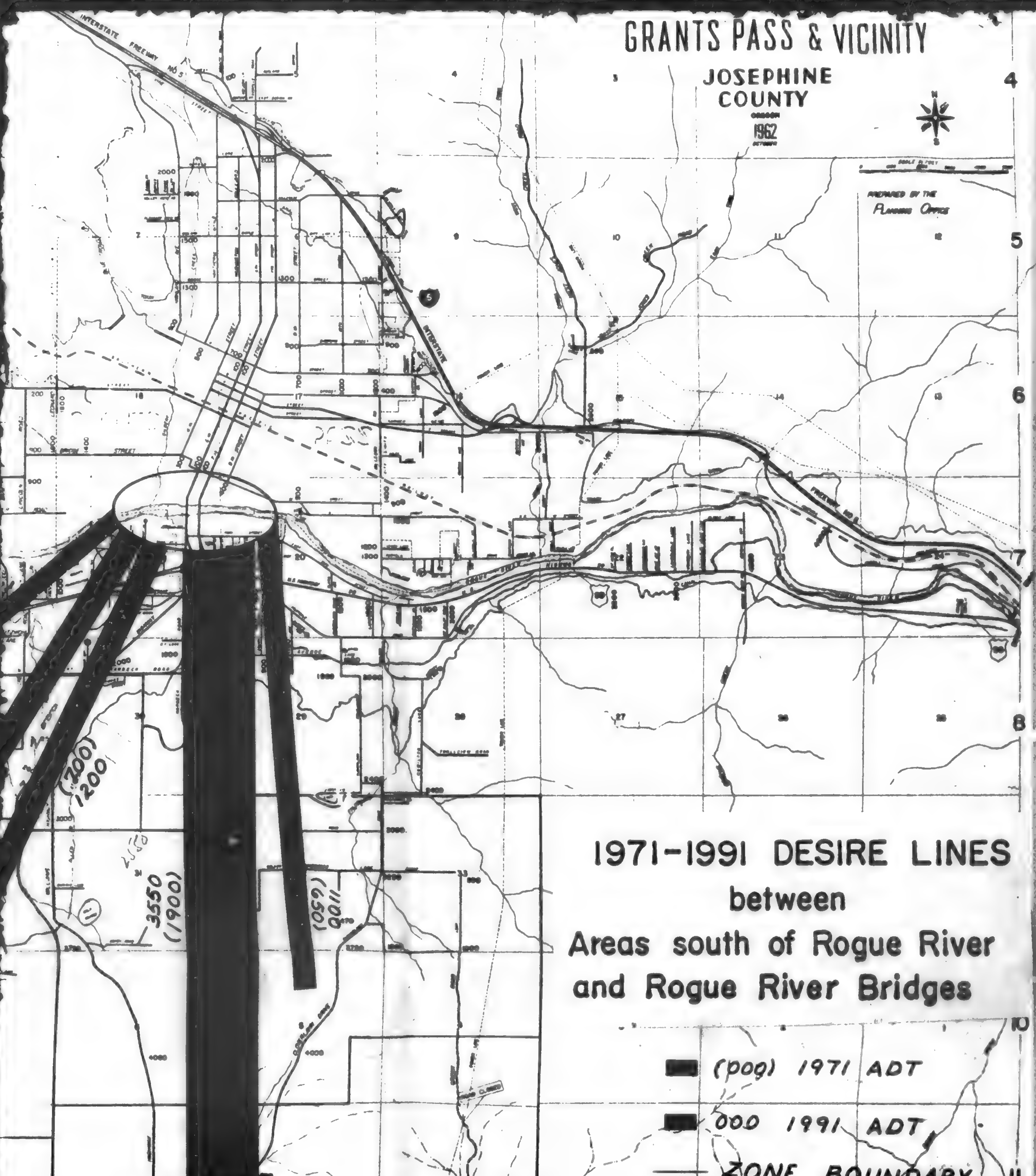
TWP 37 S



1971-1991 DESIRE LINES between Areas south of Rogue River and Rogue River Bridges



1971-1991 DESIRE LINES between Areas south of Rogue River and Rogue River Bridges

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JUL 9 1971
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171

July 7, 1971

Ms. Lillian Warner
315 South Rose Street
Burbank, California 91505

NOTED
F.B. KLABOE

Dear Ms. Warner:

Re: Grants Pass-Murphy Section, Jacksonville Highway (formerly Williams Highway), Josephine Co.

Reference is made to our telephone conversation of July 6 in regard to the status of the section of highway through your property south of Grants Pass.

I am advised that the Highway Division has just had a traffic survey made and will restudy the route, including any alternates which may be indicated.

It will be several months before any information will be available on this study and a public hearing will be offered before any decision will be made. A copy of this letter will be placed in our "bring up" file and you will be advised when we reach that point.

Very truly yours,

R. L. Porter
State Highway Engineer

By
a D Olson
A. D. Olson
Preliminary Design Engineer

ADO:jp
cc: F. B. Klaboe
C. T. Keasey

RECEIVED
JUL 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8688

RECEIVED
JUN 1 - 1971
FOR FILING

9

June 1, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

It has become desirable to collect planning information in conjunction with possible improvements on the Jacksonville Highway south of Grants Pass.

This work can be coordinated with work done earlier for the Grants Pass study; however, an O-D station should be set up to collect current traffic patterns on the Jacksonville Highway.

It is anticipated that this O-D Survey will be conducted during the second week in June. Authorization to use Highway Planning and Research monies under Prefix 5104-04 (O-D Surveys) is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RER:ap srb

RECEIVED
MAY 25 1971
FOR FILING

May 24, 1971

The Honorable Kenneth E. Jackson
Chairman, Board of Commissioners
Josephine County
County Courthouse
Grants Pass, Oregon 97526

Dear Mr. Jackson:

I have discussed the matter of improvements to the Jacksonville Highway between Grants Pass and Golf Club Road with the State Highway Commission. They have instructed us to review the whole proposal, including alternates, and then confer further with the Board and the people affected.

This study will take a little time and we will advise you when it is completed.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
V. D. Wolfe
H. S. Cox
L. H. Young
Frank L. Hall
C. T. Kessey

FBK:srb sr

8688 9

RECEIVED
MAY 24 1971
FOR FILING

May 24, 1971

The Honorable E. D. "Debbs" Potts
State Senator
State Capitol
Salem, Oregon 97310

Dear Senator Potts:

Mr. Myrick's letter concerning the Williams Highway (now renamed the Jacksonville Highway) contains several inaccuracies. We did hold a public meeting on our proposal to widen the existing highway and as you know, most of the comments were negative for at least three reasons:

1. Homes are all close to the existing highway and the widening proposal would leave these homes even closer to the highway.

2. A serious sanitary problem existed due to inadequate sanitary drain fields. The taking that would be required from many of the homes would also reduce or, in some cases, eliminate the already inadequate systems. We were also advised that proposals were under way to construct a sanitary sewer system to take care of this problem and that the system would be located at least partially within our right-of-way.

3. That alternate corridors should be analyzed before proceeding with this project. Alternate corridors were studied, including the one mentioned by Mr. Myrick, but did not prove feasible. As you know, a large percentage of the users of this highway live adjacent to it and it will carry most of the traffic regardless of whether or not an alternate corridor were constructed. In addition, an alternate corridor would cost in excess of $1 million more than the widening proposal and would leave us with two parallel facilities to maintain.

Following a review of all the remarks made at the meeting, the Commission elected to table this project until the sanitary problem was resolved. There was no intention to grab the ball and go home, nor have we tried to starve out the people.

We now know that the sanitary problem has just been resolved by the installation of a sewer line. We will therefore reactivate the project and make another study of it, including taking a fresh look for alternates.

This will take a little time and when we have the results, we will hold another hearing.

Mr. Myrick also complained about the maintenance of the roadway. This problem is largely the result of the work done by the sewer contractor. He is required to pave the areas opened for the sewer. We are working with him now on this matter. If we cannot get him in immediately, we will do some corrective work ourselves.

We have also recently met with the Josephine Court and have agreed to do major patching work throughout the section shortly after July 1 when we will have sufficient budgetary limitations.

If something additional is needed, please let me know.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Frank L. Hall
L. H. Young - Please discuss with Klaboe.
L. E. George - Please discuss with Klaboe:
Ralph Sipprell/att.
C. T. Keasey

FBK:srb sr

MYRICK, SEAGRAVES & NEALY
ATTORNEYS AT LAW
SIX HUNDRED NORTHWEST FIFTH STREET
GRANTS PASS, OREGON 97526

DONALD F. MYRICK
CHARLES H. SEAGRAVES, JR.
OSCAR R. NEALY

TELEPHONE 476-6627
AREA CODE 503
POST OFFICE BOX 1330

May 14, 1971

The Honorable Senator Debs Potts
State Senate
State Capitol Building
Salem, Oregon 97310

Re: Williams Highway

Dear Debs:

I am referring to the article which appeared in the Tuesday May 11, 1971, edition of the Grants Pass Courier, a copy of which is enclosed herewith.

I do not know whether or not you were properly quoted or not, but it was not a question of the people of the area rejecting the project as such. It was a question of the people in the area wanting an additional engineering study made as to an alternate route and they questioned the necessity of the full width as proposed by the Highway Commission when the same purposes could have been accomplished with a lesser intrusion on the properties of the people along that way.

There was a public hearing and questions were asked at South Junior High and following that hearing, the Highway Commission got mad and took their football and went home. Now, it seems that they had other uses for the project and would not devote any further efforts towards the Williams Highway.

Since then, there has been an apparent effort by the Highway Commission to starve out the residents and users of the Williams Highway so that they will subjugate themselves completely to the absolute will of the Highway Department who refuses to listen to any alternatives to the existing plan. It is a question of the Highway Department stating that they will take it as they have it planned, or they will get nothing at all.

I drive that highway, Debs, approximately twice daily (minimum) as do thousands of other people in this area. I have heard Highway studies that the Williams Highway is probably the second heaviest travelled non-freeway roadway in Josephine County. The Highway Commission has not accomplished any repairs or any works on the Williams Highway in my recollection in well in excess of four years. The only thing I recall that they have done is to erect some curbing by the small market near the junction of New Hope Road. This highway is full of holes. There isn't an area over 10 feet square that hasn't been patched or is in need of repair. The surface is bumpy, rough, narrow; there are no shoulders, no pedestrian's lanes; a child cannot ride a bicycle along Williams Highway and it is not safe for a pedestrian to travel since there is no adequate walkway for them.

This area is extremely hazardous and dangerous and I do not understand why someone has not been killed on the road long ago. I think it is an absolute shame and a disaster the way the Highway Commission has treated this area. The people have asked many times to have the road re-surfaced and some adequate shoulders placed so that pedestrians could use the roadway but as I say, the State Highway Commission has not touched that particular section of roadway in my experience in many years.

I assume that we residents who use this roadway will eventually accede to the Highway Commission's dictatorial plan. However, I do not understand why some citizens cannot question the plan without having the project just dropped entirely. I really do not need to tell you about this roadway, Debs, as I am certain that you have had personal experiences with it, but there are alternate routes for two-lane roadways, one straight out past South Junior High and over the hill which would join Williams Highway again at the golf course and which would open up new properties for developments, or down Allen Creek Road and join in to New Hope Road, being adequate two-lane roadways with shoulders.

The Highway Commission has not even made a study of these alternative routes or alternative plan. Regardless of whether they put the highway in or not, there is absolutely no excuse in the world for not having adequate or decent repairs and maintenance and proper shoulder on the Williams Highway.

Should you want more information about this, please contact some of the residents such as Henry Turk, Jens Peterson, and others. If I may be of assistance to you or aid in any way, I will be happy to do so.

Very truly yours,

Don

Donald F. Myrick

DFM/naw

Potts Sees Chance Of Road, Park Fund

The Williams Highway improvement, additional funds for the Cave Junction city park, and a rest area-information center at the Oregon-California border, were listed as possibilities by Sen. E. D. Debbs Potts in reviewing the State Highway budget Monday via the Chamber of Commerce "hot line."

The senator indicated there was a "good chance" to have another hearing on the Williams Highway project, and that he was going to suggest that a hearing be held in the area to give residents an opportunity of expressing their views.

He reminded his listeners the project came up two years ago and funds were available, but the people indicated opposition then.

"Now we have a chance to get it back in the ball game, but I don't want to be in a position of securing the funds, only to have the people reject the project," Potts said and indicated he would like to hear from some of the people.

He spoke of $111,000 in the highway's parks department budget which can be spent on an information booth and rest area in Josephine County near the California border.

Potts said he also sees $10,000 in the budget which could be used for the park just outside Cave Junction.

He commented he would like to hear how his people feel about these two projects, too, and for the same reason. He is reluctant to go to bat for improvements the people don't want.

8688 8

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 10, 1971

SUBJECT: Grants Pass-Murphy Section
Preliminary Detail Map
Part 1 of 2 Parts
1" = 100' Mar. 1966
Jacksonville Highway
Josephine County

To: D. N. Stoudenmeyer
Preliminary Design Supervisor
SALEM

Herewith is the detail map that shows the Grants Pass Golf Club Road connection. This is our only copy of this map so we would appreciate its return or a copy made from it.

Martin G. Havig
MARTIN G. HAVIG
Engineer - Designer

MGH/cw
Enc.

RECEIVED
MAY 11 1971
DESIGN
SECTION

[illegible] Olson

Scott
Swenson
R. Olson
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Keep ☐
Return To
Other

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1971

SUBJECT:

To: Tom Edwards
Deputy State Highway Engineer

The Commission approved the Josephine County's request to hold another hearing on the Jacksonville Highway between Grants Pass and Golf Club Road.

R. L. Porter
State Highway Engineer

RLP:fn

cc F. B. Klaboe
Victor D. Wolfe
H. S. Cox

Wills says—
Job is not complete.
Many problems [illegible]

Fred
Process

NOTED
TOM EDWARDS

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MAR 22 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 19, 1971

SUBJECT: Jacksonville Highway
Grants Pass-Golf Club Rd. Sec.

To: MEMO TO THE FILE

NOTED
R. L. PORTER

As a followup on correspondence from David R. Brashears, Planning Director, Josephine County, to R. L. Porter dated February 18, 1971 and Porter's reply of February 24, 1971, I met yesterday with members of the County Planning Commission and the County Court to review the status of the formerly proposed construction project and to see what might be done by our maintenance forces as an interim measure to improve the existing roadway.

As for the proposed reconstruction, I advised them that it would be necessary to hold a new public hearing on this section since it had been more than three years since the previous hearing and that reconstruction was probably in the neighborhood of five or more years in the future.

As for interim improvements, I advised them that we would, during this season, do some rather extensive patching to smooth up the roadway and would try to get the existing shoulders paved under our betterment program. It will be necessary to cancel some of our other proposed betterment projects in order to accomplish this, but the need is great enough that I feel this is necessary. It is estimated that this patching and shoulder paving project will cost in the neighborhood of $15,000 and will provide a minimum 28' surface.

There are deep side ditches throughout most of this section, many of which are carrying irrigation water, and it would be difficult and expensive to move them out to provide more width. We will, therefore, proceed to do what we can with the existing roadway with possibly some minor improvement in width where it can be easily accomplished.

The County Court and the Planning Commission did express a desire to hold a new public hearing on this section but there was also some feeling that unless we could reduce the required right of way width considerably, we would still meet the same objections from the adjacent property owners that we had in the previous hearing which was held in 1965.

I explained the typical section to the County Court and Planning Commission and advised them that I did not see how we could reduce the required right of way significantly from what was shown at the previous hearing.

C T Keasey

C. T. KEASEY
Region Engineer

CTK/cw
cc R. L. Porter
F. B. Klaboe
A. E. Johnson
R. N. Bothman
George Thornton

RECEIVED
MAR 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8677

OREGON STATE
HIGHWAY DEPARTMENT
DIVISION 3
P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

FOR FI

1971

March 8, 1971

NOTED
A. E. JOHNSON

Mr. David R. Brashears
Planning Director
Josephine County Planning Office
County Courthouse Annex
Grants Pass, Oregon 97526

Dear Mr. Brashears:

I have a copy of Mr. Porter's letter of February 24 addressed to you regarding possible improvement to the Jacksonville Highway, ORE 228, between Grants Pass and the Golf Club Road.

I am sorry I have not been able to contact you sooner but at this time, I expect to be in that area some time next week and would, if possible, like to go over this section with members of the Planning Commission and the County Court to determine what corrective measures we might take short of full reconstruction to improve this section to a condition adequate to handle traffic for the next few years.

I will contact you later this week by phone to try to set a date for a tour over the road to discuss this problem. If you have any preference for dates, please advise me as soon as possible.

Very truly yours,

C. T. Keasey

C. T. KEASEY
Region Engineer

NOTED
R. L. PORTER

CTK/cw
cc Kenneth E. Jackson, Chairman
Board of Commissioners
R. L. Porter
F. B. Klaboe
A. E. Johnson
R. N. Bothman

RECEIVED
MAR 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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RECEIVED
FEB 24 1971
FOR FILING

February 24, 1971

Mr. David E. Brashears
Planning Director
Josephine County Planning Office
County Courthouse Annex
Grants Pass, Oregon 97326

Dear Mr. Brashears:

We have your letter concerning the Williams Highway (ORE228) between Grants Pass and the golf club.

You will recall that in the not too-far-distant past, the Commission programmed a project on this highway. There was so much opposition, the project was withdrawn. Funding would be difficult to find at this time for reinstatement of the project.

I believe the most practical thing to do would be to have our Regional Engineer, Mr. Carroll Keasey, call on you, go over the existing road with members of the Planning Commission and the County Court, and determine what simple measures, if any, could be undertaken by our maintenance forces to make this section of highway as ridable as possible.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
A. E. Johnson/enc.
F. B. Klaboe/enc.
Victor D. Wolfe
C. T. Keasey - Please call on Mr. Brashears

TE:ja sr

JOSEPHINE COUNTY PLANNING OFFICE

DAVE BRASHEARS ▭ PLANNING DIRECTOR
JOSEPHINE COUNTY COURTHOUSE
COURTHOUSE ANNEX ▭ AREA CODE 503 - 476-6827
GRANTS PASS, OREGON ▭ 97526

Edwards
Draft Ans
RLP

February 18, 1971

Mr. R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

The Josephine County Planning Commission has recently had occasion to evaluate the existing conditions on Williams Highway (Oregon 238) between the Redwood Interchange and the Grants Pass Golf Club (Espy Road). The Planning Commission held an informal public meeting on this matter on November 5, 1970 to which many property owners located along Williams Highway came and participated (minutes enclosed). As is reflected in the minutes, there was considerable criticism of the existing travelling surface on the highway. The principal complaint being that the narrow paving and narrow shoulders create a hazardous situation for vehicles as well as pedestrians.

The property owners seemed receptive to exploring the idea of an increased right of way width and a major improvement to the paved section. They further urged that if a major improvement is not possible in the near future, that every attempt be made to improve the existing surface and widen whereever feasible.

The minutes reflect the official action taken by the Planning Commission at the meeting; namely, that a public hearing be called to discuss this project. This letter is written mainly to amplify the position of the Planning Commission regarding their interest in seeing an improvement made on this major traffic artery in the county.

If the Planning Commission can be of assistance in this matter, please feel free to contact this office.

Yours sincerely,

David R Brashears
David R. Brashears
Planning Director

DRB:daw
Encl.

RECEIVED
FEB 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Josephine County Planning Commission minutes of November 5, 1970 meeting. (excerpt)

Mr. Brashears explained that the County Commissioners wanted to give the Planning Commission a chance to see what goes on with regard to these matters.

Chairman Campbell turned the meeting over to Vice-Chairman Anderson. He then stated that he inspected the roads and found them well below county standards. He added that there is a large number of roads that have been dedicated and not built, and he felt that the Planning Commission should readvise the developers that these requirements exist. He then returned to the chair.

Mr. Hays moved and Mr. Dahl seconded that the Planning Commission send a letter to the Board of County Commissioners notifying them that we agree that they acted in the best interests of the county. By a 3-1-3 vote, the motion carried.

A man from the audience pointed out that it is difficult to place a house every 350 feet on five acre lots. He added that some parts of the roads are up to county standards and some are not.

Chairman Campbell explained that there can be one house on either side of the road for every 350 feet.

Mr. Brashears stated that there are 43 properties in the entire area, the average frontage is 395 feet and it would take 25 houses in the area to average one house every 350 feet. There are only seven houses in the area now, so 18 more would be needed. The county could take one road at a time instead of the whole network.

Mr. Brashears read a directive from the County Commissioners asking that the Planning Commission consider the widening of Williams Highway from Redwood Highway to Espey Road. He then read a letter from Mr. Porter of the Oregon State Highway Department stating that the Highway Department is agreeable to up-dating the estimates on the project and to recommending to the Highway Commission that a public hearing be held in the near future. "If there appears to be sufficient local support, I believe the Commission would authorize the acquisition of right of way," Mr. Porter stated in the letter. Mr. Brashears pointed out that our Comprehensive Plan shows Williams Highway as a definite part of our major street plan. He added that since it does fit in with our Comprehensive Plan, it would appear that the Planning Commission should recommend that a hearing be held and should endorse the widening project with regard to traffic estimated for the road.

Chairman Campbell asked if the route of the highway at this stage is subject to review.

Mr. Brashears answered that the road as planned is in the existing location. The presentation by the Highway Department will probably be the same as it was in 1965, with a proposed right of way of 95 feet, extending to 100'-105' to fit the ground with regard to cut and fill. The highway would consist of two lanes going each way, two parking strips and a center median strip.

Mr. Loveless stated that it would be beneficial to have someone from the State Highway Department explain the widening project. Mr. Brashears pointed out that there will be an explanation at the public hearing.

Alvin Baker of Williams Highway emphasized the need for widening Williams Highway as the children have no place to stand on the side of the road while waiting for the school bus and there are no highway shoulders on which to walk.

Don Myrick who lives just the other side of Espey Road stated that the Highway Department held a public hearing on this matter four years ago and the people of the area asked if they would consider widening the two lane highway, resurfacing it and providing a shoulder walk-way. The people's proposal was shunned and the Highway Department left with the plans and funds for the widening project. He continued that the Highway Commission wants a super-highway a few years from now, but something should be done now. He suggested that a shoulder on the road be provided.

Mr. Turk stated that at the public hearing four years ago, the Highway Commission presented a plan for 100 feet of right of way on a take it or leave it basis. If they update the project and make the same presentation as before, they will not get much cooperation from the people. He added that 100 feet is far too wide, and if they would consider a 70 foot width, he would be happy to donate the right of way. He asked if the Planning Commission would make a recommendation to this effect.

The Upper River Road widening project was mentioned and it was asked why the Williams Highway couldn't be similarly widened.

Mr. Brashears explained that the 1969 traffic count showed approximately 5000-8000 cars per day on Williams Highway. This traffic is twice or three times as significant as the traffic on Upper River Road. He added that at some point, the road must be widened to four lanes; then shoulders and ditches are needed in width greater than 70 feet. The 100 foot width will provide only what is needed for today.

A lady from the audience stated that in 1964, the State Highway Department planned to build access roads at various points on the Williams Highway. If they still plan on four lanes, they will want access lanes which will mean taking more property, which she feels is not necessary.

Mr. Thompson added that the road is not safe to drive on.

Mr. Brashears explained that the Planning Commission could recommend that the Board request a hearing for the entire project and under separate action, request and urge that an interim solution such as bus turnouts, widening or improvement within existing right of way should be undertaken to make the Williams Highway safer.

Mr. Myrick asked that the feasibility of rerouting Williams Highway be considered.

Mr. Dahl then moved and Mr. Anderson seconded that the Planning Commission recommend that the Board of County Commissioners request that a public hearing with the State Highway Department be held.

Mr. Loveless mentioned that the first step should be a meeting to discuss what is going to be done.

Mr. Myrick assured the Planning Commission that there will be objections to the plan if the same plan as was presented four years ago is presented at this public hearing.

Chairman Campbell turned the chair over to Vice-Chairman Anderson and asked what the scope of the public hearing is.

Mr. Dahl stated that it is to answer the questions of the people.

Mr. Campbell suggested that the motion be amended to the effect that the public hearing be in the form of a feasibility study to find out where the right of way will be located. He added that the State Highway should consider alternate routes; that the feasibility needs to be re-investigated.

Mr. Campbell then amended the motion to request that the public hearing be in the form of a feasibility study for the location and width of the highway. Mr. Thompson seconded the amendment.

Mr. Zimmerlund pointed out that the State Highway Department would just as soon give Williams Highway to the county. They hope that by dragging their feet, the county will take over the maintenance. He contended that the county would not get very far in forcing the Highway Department to consider alternate routes.

By a 7-0 vote, the amendment and the motion failed.

Mr. Burns stated that he voted against the motion for the reason that if the State Highway Department will not discuss anything that the people want, he is against any type of hearing. x He ~~contended~~ that Williams Highway does not need to be four lanes wide. felt it was Mr. Myrick's contention dw

Mr. Ault pointed out that it will be several years before the Highway Department will take any action. There is a hazardous condition now and something should be done about it.

Mr. Hays suggested that a meeting be held between the State Highway Department, the Planning Commission, the Road Department and the Board of County Commissioners to discuss the feelings of the people and to convince the Highway Department that something has to be done soon. He added that there is no need to get the people involved at this time.

Dr. Haley stated that four lanes are fine, but that he would rather have 80 feet total right of way width instead of 100 feet.

Mr. Baker mentioned that the original plan was for four 12 foot lanes, a center median strip, an 8 foot parking lane on each side and a walking lane on one side of the road.

Mr. Turk added that the majority of the people involved would like a four lane highway, but they do not feel that the Highway Department needs 100 feet of right of way.

Mr. Dahl stated that we are being presumtive in assuming that the Highway Department will not listen to requests. We don't know that they will be unbending. The only way we can find out is to hold a public meeting.

Mr. Templin suggested that the Planning Commission ask the Highway Department to furnish an outline stating the reasons for requiring the 100 foot right of way.

Mr. Zimmerlund mentioned that perhaps we are condemning the Highway Department for something they are not guilty of. He explained that the Commissioners requested a meeting with the Highway Department and they discussed what they felt were the reasons for reactivating the Williams Highway project. They were very courteous. He added that at that time, they did not discuss the proposed right of way width.

Mr. Burns moved and Mr. Campbell seconded that the Planning Commission recommend to the County Commissioners that the Highway Department hold a public hearing to discuss the general grid of the widening of Williams Highway with special attention being given to the width of the streets added into the Williams Highway. By a 7-0 vote, the motion carried.

Mr. Campbell then moved and Mr. Loveless seconded that the Planning Commission recommend to the Board of County Commissioners that they entreat the Highway Department to bring the existing Williams Highway up to some level of safety for the years between now and the time they are going to rebuild it.

Mr. Hays asked if the Planning Commission shouldn't wait to find out what the Highway Department's plan for widening Williams Highway is before making such a recommendation.

Mr. Campbell pointed out that the Highway Department stated that it would be several years before they would rebuild Williams Highway.

By a 3-2-2 vote, the motion carried.

Mr. Campbell returned to the chair.

Under the item of Reports of Special Committees, Chairman Campbell stated that he talked with Mr. Jackson with regard to the Road Specification Committee. Mr. Jackson said he had nothing to report.

Mr. Ault reported that he had talked with Mr. Davenport of the Soil Conservation Service who stated that they will finish the soil survey for Jackson County and will have the information for Josephine County before February.

Frank Rose from the audience asked when the Planning Commission would be considering renaming Madrona Avenue in the Murphy area.

Mr. Brashears answered that it will be up for future consideration.

Mr. Brashears read the following letter from Per Zimmerlund with regard to Saratoga Way: "At your October, 1970 Planning Commission meeting you gave consideration for the proposed Saratoga Way. The road dedication was accepted by the Planning Commission providing that construction in accordance with present regulations and other conditions of the County Engineer were complied with. This office has made a field review of these plans, and the following conditions were found: (1) The road centerline, as constructed, in many areas does not fit the centerline as shown on the plans. This was also brought out by Mr. Anderson in your last Planning Commission meeting. We also found several areas along the road, as constructed, where the top of the cut or the toe of the fill went beyond the right of way limits as proposed.

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RECEIVED
SEP 30 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1970

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT:
Alternate Route Location
Suggestion from Mr. T. E. Gilmore
Grants Pass-Murphy
Jacksonville (Williams) Highway
FBK Assignment 3676

A route similar to the one that Mr. Gilmore is suggesting had been studied in 1967 as a result of an inquiry from a Mr. Henry Turk of Grants Pass. I am enclosing the following pieces of correspondence pertaining to that study.

Memo to File /s/ Klaboe (7/20/67)
News Item, Daily Courier (8/15/67)
Letter to Turk /s/ Klaboe (8/23/67)
Reconnaissance Report (7/25/67)
Reconnaissance Report (8/14/67)

In order to determine whether or not conditions had changed since the 1967 study, a field observation was made--in particular with respect to the statement that Mr. Gilmore had made concerning right of way. We found, as we had suspected, that right-of-way costs would be significant in the area above the golf course as it is developing into a residential subdivision involving houses of substantial value, and there does not appear to be any economical way to avoid them. In addition, we find that the route could encroach upon the Cathedral Hills Park which was not in existence at the time of the previous study.

Although the costs have not been updated from the 1967 study, it is evident that the suggested route could involve considerably more cost--both in construction and in right of way--over that of the present proposal to improve the existing facility. I believe that the conclusions drawn in 1967 concerning this general corridor are still valid.

W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

Attach.

WHT:ia

NOTED
F. B. KLABOE

RECEIVED
SEP 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

8688

RECEIVED
SEP 16 1970
FOR FILING

September 14, 1970

Mr. T. E. Gilmore
Box 6401
Murphy, Oregon 97533

Dear Mr. Gilmore:

Thank you for your letter concerning the improvement of the Jacksonville Highway (formerly known as the Williams Secondary).

Your suggestions have been given consideration and will be again considered at such time as money may be programmed for improvement of this road.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe

REFERRED TO
admin
BY SECRETARY

Murphy, Oregon.
Sept. 10th, 1970.

Edwards

State Highway Commission,
Salem, Oregon.

Gentlemen;

From the press we learn there is to be some improvement on Highway #238 out of Grants Pass, in the near future.

Knowing that there has been some opposition to widening the highway from Grants Pass to Allen Creek and that the right-of-ways would be quite expensive, I have wondered if you had ever considered a new route for what we call the Williams Highway, (which is also #238).

This route would begin with the Harbeck Road at the North end where it joines the Williams Highway, following said Harbeck road South and continue same direction along the foothill to and above the Golf course and contact 238 at the top of the Murphy hill.

This new route would cost very little for right-of-way as it is mostly through brush and practically no houses.

It would be a much more direct route from the Applegate river area and would considerably shorten the distance, to Grants Pass.

My suggestion would be to leave the present #238 as is as with the new route a great deal of traffic would be eliminated on it. The New Hope area would still use it but the Murphy, Provolt, Applegate and Williams travel would be over the new route.

Perhaps you have considered this possibility before but if not, would, it seems to me to be well worth some investigation as we people who live in the Applegate river area believe it a most feasible solution to the project.necessary to accomodate the much increased travel over #238. The fact that there are four schools whose busses must use the Williams Highway (#238) increases the traffic hazard on the present route.

Yours sincerely

T. E. Gilmore

T. E. Gilmore
Box 6401
Murphy, Ore.
97533

RECEIVED
SEP 11 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
TOM EDWARDS

RECEIVED
SEP 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 24 1970
FOR FILING

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August 21, 1970

The Honorable Kenneth E. Jackson
Chairman
Josephine County Board of Commissioners
County Courthouse
Grants Pass, Oregon 97526

Dear Mr. Jackson:

Reference is made to your recent meeting with L. E. George of our Division concerning the widening project on the Jacksonville Highway from the Redwood Highway intersection to Country Club Road.

As you undoubtedly know, the State Highway Division seriously considered this project about four years ago, but after holding an informal hearing with the affected citizens, deferred consideration based on the almost unanimous objections. We now understand that it is your feeling that the project would be acceptable to the citizens and is highly desired by both the City and the County.

This agency is agreeable to updating the estimates and to recommend to the Highway Commission that a public hearing be held in the near future. If there appears to be sufficient local support, I believe the Commission would authorize the acquisition of right-of-way. It should be pointed out, however, that construction funds may not be available for several years. If it is your desire that hearings be held, we will appreciate being so advised by both the City and the County.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Hon. John R. Brownell
Mayor of Grants Pass
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. E. George
D. J. Barbee
H. S. Cox
C. T. Kasey

FBK:srb RLP:fn

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 17, 1970

SUBJECT:

To: F. B. Klaboe
Assistant State Highway Engineer
BUILDING

As recently instructed, John Quiner and I attended a meeting with the Josephine County Court. Originally, correspondence from the Court seemed to indicate that they were interested in discussing a transportation study for the area contiguous to the city of Grants Pass. It was found, however, that this was not the case.

Their basic interest involved the widening of the Jacksonville Highway from the city limits to the golf course. This project was once on the construction schedule, but was removed due to strenuous local opposition. Mr. Jackson, Chairman of the County Court, and the two other members of the Court very definitely stated that local opposition to the project had disappeared and that a sewer district had been formed and was operating. The matter of sewers was one of the previous objections involved in the widening project.

All members of the County Court urged that we reconsider this project and place it on our construction schedule as soon as possible. It was indicated to the Court that this matter would be brought to Mr. Porter's attention and that they would receive a written answer on this matter.

Several other items involving rural traffic control matters were discussed and taken care of at that time. Other items of importance that were discussed are:

1. An arterial study for the County adjacent to the City will be asked for when the City prepares its TOPICS program.
2. The County is extremely anxious to be involved in a cooperative illumination project with the City at the North Grants Pass Interchange. My recent conversation with the City indicated that the County was not willing to discuss this project. Since the stories do not match, I assume there is some difficulty between the City and the County regarding this project. If you recall, Sid Bazett was inquiring about the interchange illumination several weeks ago.

SP*52475-734

3. The Court made an inquiry as to whether we might reconsider our denial of a cooperative illumination project at the Junction of US199 and the access road to the county fairgrounds. I advised them that it was not the Highway Division's normal policy to extend an existing lighting system to illuminate an isolated location, as would be necessary in this instance. They were not arguing against our answer to their previous request, but only making another inquiry as a matter of information.

With respect to the widening project on the Jacksonville Highway, both the Court and our Regional office personnel stress that the surface condition of the Jacksonville Highway in the area under question is such that an overlay will be necessary soon, so that in any event, some money will have to be expended on this section in the near future.

L. E. George

L. E. George
Operations Engineer

LEG:mk

RECEIVED
AUG 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Louis D. Ringuette
Commissoner

Joel L. Barker
Commissioner

Kenneth E. Jackson
Commissioner

BOARD OF COUNTY COMMISSIONERS
JOSEPHINE COUNTY OREGON
COUNTY COURT HOUSE - GRANTS PASS, OREGON 97526

August 3, 1970

BM
8-10

Edwards

Klaboe & George are to
attend.
RLP

B/up
8/14

R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon #97310

Dear Mr. Porter:

This will confirm your letter of July 21, 1970, suggesting August 11, 1970, as a convenient date for you to meet with us for a conference on traffic matters in Josephine County.

We have set a time of 2:00 P.M. on August 11th, which we hope will be convenient for you.

Please come to Room 115 which is the Board of County Commissioners' Office.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

Kenneth E. Jackson
Kenneth E. Jackson, Chairman

KEJ:nes

CC: Per Zimmerlund, County Engineer

Copy to: Klaboe ✓
George
8-11-70
[illegible]

RECEIVED
AUG 4

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 21, 1970

8/11

The Honorable Kenneth E. Jackson
Chairman
Josephine County Board of Commissioners
County Courthouse
Grants Pass, Oregon 97526

2pm.

Dear Mr. Jackson:

Thank you for your July 17 letter stating that you would be available during the first two weeks of August for a conference with this agency on traffic matters in Josephine County.

May I suggest August 11 as a convenient date for us. If you will let us know as to the time and place, we will have representatives present.

Very truly yours,

R. L. Porter
State Highway Engineer

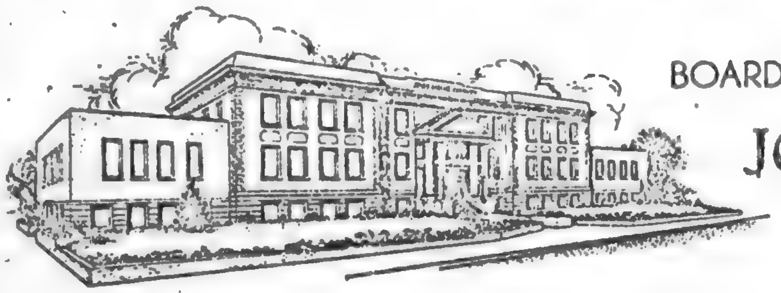
RLP:fn

cc Tom Edwards ✓
F. B. Klaboe
Victor D. Wolfe
L. E. George
H. S. Cox
C. T. Keasey

REFERRED TO
George
By Asst. State Hwy. Engr
You & I will attend

letter to Bud George
7/22/70

Commissioner



BOARD OF COUNTY COMMISSIONERS
JOSEPHINE COUNTY OREGON
COUNTY COURT HOUSE - GRANTS PASS, OREGON 97526

July 17, 1970

R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Your letter of July 6 received.

Any time during the first two weeks of August would be convenient for us to meet with your representative. Please advise, and we will make an appointment.

Sincerely,

BOARD OF COUNTY COMMISSIONERS,

Kenneth E. Jackson

Kenneth E. Jackson, Chairman

fr

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 - 1970
FOR FILING

Const
RH

See

July 6, 1970

3469

The Honorable Kenneth R. Jackson, Chairman
Josephine County Courthouse
Board of County Commissioners
Grants Pass, Oregon 97526

Dear Mr. Jackson:

Const
RH
Redwood
(yellow)

Your letter of June 15 transmitted a resolution requesting the Highway Commission to study several highways within Josephine County. This resolution further requested that the matter of a previous request to implement a traffic and engineering study with special consideration given to the Williams Highway be carried out.

The Redwood Highway and Williams Highway will be given consideration for upgrading when funds are available. In determining which highways should be improved throughout the state, the Highway Commission weighs the travel demand and physical condition of the entire highway system.

Concerning the past request made for a study of the Williams Highway, the Highway Division conducted an Origin-Destination Study in May 1969. The data collected in this study is still available and valid and if it could be combined with some additional planning data from Josephine County, it would be possible to proceed with a limited traffic study of the principal county roads and highways entering and adjacent to Grants Pass.

I suggest that at your convenience, a representative of this agency meet and discuss with you further details on the traffic study. Would you please advise us of a time that would be convenient for you.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
V. D. Wolfe
F. B. Crandall
H. S. Cox
C. T. Keasey

LEG:mk sr

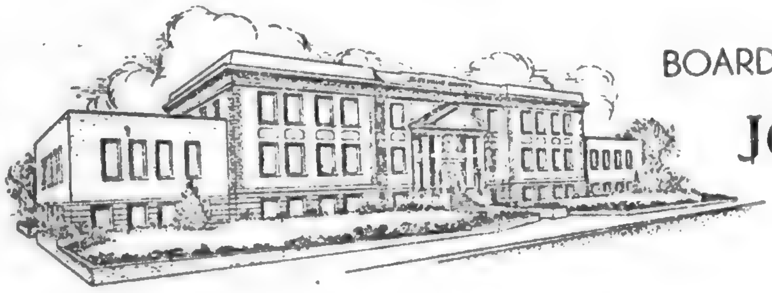
Louis D. Ringuette
Commissoner

Joel L. Barker
Commissioner

Kenneth E. Jackson
Commissioner

486

Porter



BOARD OF COUNTY COMMISSIONERS
JOSEPHINE COUNTY OREGON
COUNTY COURT HOUSE - GRANTS PASS, OREGON 97526

June 15, 1970

Klaboe

Fred - Can you draft
a reply to this?
RD

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Enclosed herewith you will find a certified copy of a Resolution adopted by the Josephine County Board of Commissioners June 15, 1970, setting out their priority list for 1971-1972.

Two (2) certified copies of this Resolution have been sent to the Redwood Empire Association for inclusion in their Master Schedule of Official Highway Recommendations for 1971-1972.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS,

Kenneth E. Jackson

Kenneth E. Jackson, Chairman

fr
Enc.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

THE COUNTY OF JOSEPHINE

In the Matter of Josephine County's Recommendation for Inclusion in the Redwood Empire Association's Master Schedule of Official Highway Recomcendations for 1971-1972.)

RESOLUTION

WHEREAS, Highwav 199, designated as the REDWOOD HIGHWAY, is very important to the overall economy of Josephine County for the movement of goods, persons, and materials between inland areas and the coasts of both California and Oregon, and with increased traffic, it is of major importance that this Highway be brought to modern highway standards in order that such traffic be continued in a safe and efficient manner, and

WHEREAS, this traffic has increased from year to year, and certain sections of the Highway are dangerous and in need of both re-alignment and widening, and

WHEREAS, the overall traffic in and to Grants Pass from all directions has increased, creating problems, and

WHEREAS, such problems will become greater within the next few years,

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of Josephine County adopts as projects to receive first consideration, and does hereby recommend to the Oregon State Highway Commission that they improve those sections of Highway 199 between Grants Pass and the California State Line which are not now up to current highway standards; and, secondly, consider the matter of a previous request to implement a Traffic and Engineering Study of the principal Market Roads and Highways entering and adjacent to the City of Grants Pass, with special consideration given to the Williams Highway (from Grants Pass to the Jackson County Line), in order that solutions to our traffic needs be provided for in the coming years.

Done and dated this 15th day of June, 1970.

BOARD OF COUNTY COMMISSIONERS,

STATE OF OREGON, }
County of Josephine, } SS

I, A. Donley Barnes County Clerk and ex-officio Clerk of the Board of County Commissioners Court of said County and State, do hereby certify that I have carefully compared the foregoing copy of Resolution with the original, and that it is a true and correct copy thereof and of the whole thereof as the same appears on file and of record in my office and in my custody:

Witness my hand and the seal of said Court affixed June 16, 1970

A. Donley Barnes
Clerk

By
Deputy

8688

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RECEIVED
MAY 28 1970

FOR FILING

May 22, 1970

The Honorable E. D. Potts
President, Oregon State Senate
203 State Capitol
Salem, Oregon 97310

Dear Debbs:

Attached is a suggested reply to Mrs. M. F. Rutherford of Grants Pass concerning the curbs near the intersection of the Williams Highway and New Hope Road.

You may recall that this curbing was installed largely because of the complaints of Mr. Bob Hart to this agency that the cars being parked on the highway shoulders were creating an undue traffic hazard. We are very hesitant to remove the curbing as installed because I am sure it would bring about a repetition of the situation that existed previously.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
Ralph Sipprell
C. T. Keasey

RLP:ms sr

SUGGESTED REPLY FOR SENATOR POTTS' SIGNATURE
May 22, 1970

Mrs. M. F. Rutherford
2474 Williams Highway
Grants Pass, Oregon 97526

Dear Mrs. Rutherford;

This is in response to your May 15 letter concerning the curbs on the Williams Highway near your premises.

Bob Hart
Ins Co

I find that a year or so ago considerable complaint was directed to the Highway Commission because of indiscriminate parking on the highway shoulders and the resulting hazard that this created to traffic. In an effort to alleviate the situation, the curbing was installed. I am sure that if this were now removed, the same complaints would be reactivated, and I can appreciate why the Highway Commission would be reluctant to do so.

I hope that eventually an improvement project along the Williams Highway can have local support so that all traffic problems can be eliminated insofar as possible.

RLP:ms sr

Grants Pass, Oregon

May 15, 1970

Senator Debbs Potts
754 NE Madrone
Grants Pass, Oregon

Dear Debbs:

Presently, a construction company is installing a sewer line along Williams Highway which will necessitate removal of all the curb-and-gutter along this side of the road. Why would it not be feasible for them just to finish off without remaking our "fence"?

We are still concerned about what the curb-and-gutter has done to business. The partial removal of one section has helped for customers coming from the North, and we are grateful.

However, more than half of our busines comes (or came!) from the Williams and Murphy areas and, at normal highway speeds, are unable to enter our parking lot without coming to a complete stop in traffic, which few are willing to do.

We ourselves have experienced several near-accidents in attempting to enter from the South and one person to our knowledge smashed the wood fence next door because of being unable to maneuver in the available space.

Any relief you can effect for the whole unhappy situation will be much appreciated.

Yours hopefully,

Naoma Rutherford

Naoma Rutherford
(Mrs. M.F. Rutherford)
2474 Williams Highway

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MAY 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

8688

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RECEIVED
DEC 11 1969

FOR FILING

December 11, 1969

The Honorable E. D. "Debbs" Potts
President of the Senate
734 N. E. Madrona Street
Grants Pass, Oregon 97526

Dear Debbs:

I have your note referring to the letter from Mrs. M. F. Rutherford concerning access to Bert's Market on the Jacksonville Highway. I requested a field investigation and the answers came out something like this:

During the last legislative session, we were under heavy fire concerning the accident situation in this area, spearheaded in general by a Mr. Hart. We made several studies and as a result, placed some curbs to control the traffic and improve the safety features in the area.

The market in question has two approaches--one, 30 feet and one, 33 feet wide. The owners have been contacted. There appears to be no serious problem with respect to entry and exit from their paved parking lot. However, in discussing the matter with them, our field people indicated that the 33-foot opening could be extended to 50 feet without serious concern. We have done this.

The only other answer would be to erase the curbs and go back to the old status, which I do not believe we should do.

Kindest regards,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
K. S. Hunter/enc.
F. B. Crandall/enc.
C. T. Keasey/enc.
Ralph Sipprell/enc.

TE:ja sr

December 8, 1969

Mrs. M. F. Rutherford
Bert's Market
2474 Williams Highway
Grants Pass, Oregon 97526

Dear Mrs. Rutherford:

In response to your letter of November 29, I have requested that our field forces contact you with respect to the curb situation at your place of business.

These curbs were installed based on continued local complaint about a serious accident condition. The installation has been partially successful in controlling the hazard.

Our field forces inform me that they can, without destroying the effectiveness of the curbs, increase the width of one of your openings and I have instructed them to do so.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc The Hon. E. D. "Debbs" Potts
State Senator
754 N. E. Madrone Street
Grants Pass, Oregon 97526

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe (Referral No. 9615)
E. S. Hunter (enc.)
F. B. Crandall (enc.)
C. T. Kea / (enc.) - Please take necessary action and report.

Porter

Grants Pass, Oregon
November 29, 1969

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER
12-2
10:05

Mr. Forrest Cooper
State Highway Commission
Salem, Oregon

Dear Mr. Cooper:

In brief, we are in trouble. On April 5, 1969, State Highway Dept. work began-placement of curb and gutter in front of our store. Until that date, our records showed a daily increase of business over previous years. Since then, our volume of business has declined steadily, even during the summer months. We now show an average decrease of $100.00 per day, which hurts!

When the project was begun, we had understood it was to include a much-needed widening and improvement of the road for several miles in both directions from the store and we tried to accommodate ourselves to the situation, thinking increased traffic would naturally increase business.

Instead, complaints from our few remaining customers are so many and the difficulties of entering our parking lot are so great, we are wondering if there would be any possibilty of having the barricades removed- or even reduced somewhat.

We should certainly appreciate your consideration of the situation, at any rate.

Very hopefully yours,
Naoma M. Rutherford
Naoma M. Rutherford

(Mrs. M.F. Rutherford
Bert's Market
2474 Williams Highway
Grants Pass, Oregon 97526)
Telephone 479-1611

RECEIVED
DEC 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

cc. Senator Debbs Potts

RECEIVED 8688
OCT 11 1968
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8

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 9, 1968

Ms. Lillian L. Warner
315 South Rose Street
Burbank, California 91505

Dear Ms. Warner:

Your letter of September 26, 1968 to the Chief Engineer was referred to this office for reply.

Aerial photographs of the Williams Highway between Grants Pass and Murphy have been taken. Under separate cover I have forwarded to you a print of a 1"=100' map which was prepared from these aerial photographs. On the map we have located the approximate location of your property.

Very truly yours,

Forrest Cooper
State Highway Engineer

F. B. KLABOE

By

F D Morgan
F. D. Morgan
Construction Engineer

DES:fw

bc: F. B. Klaboe

RECEIVED
OCT 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

September 26, 1968

.7849

State of Oregon
Division of Highways
Salem, Oregon

Gentlemen:

Re: 24.23 acres, 2-1/2 miles South of Grants Pass, on Williams Hwy. (W 1/2, SW 1/4, NW 1/4, Sec. 31, T. 36 S., R 5 W., Willamette Meridian, Josephine County)

For the past two years, I have checked on the progress of the proposed widening of Williams Highway South of Grants Pass, on which the subject property bounds.

I have been sorry to learn, on making a trip to Grants Pass last month, that you have "shelved" this project indefinitely. If I could be in Grants Pass at a time when you are scheduling a meeting on this matter, I would be glad to try to persuade the people who object that their property would become more valuable with the widening of this highway. However, I'm sure that nothing can be done further on this until next year, at least.

In the meantime, I have been informed by the State Highway office in Grants Pass that in contemplation of the widening of this highway (Williams) that your office had some aerial photos taken. I would greatly appreciate receiving from you a copy of this aerial map, i.e., that portion of the aerial photo which would show my property as described above.

Thanking you for this courtesy, I am

Very truly yours,

Lillian L. Warner

Lillian L. Warner
315 So. Rose St.
Burbank, California, 91505

RECEIVED
SEP 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

P.S. If there is anything new on the widening of Williams I would appreciate your advising me about this. L.W.

8688

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RECEIVED
OCT 13 1967

FOR FILE

October 12, 1967

Mrs. Olga W. Johnson
3168 Williams Highway
Grants Pass, Oregon 97526

Dear Mrs. Johnson:

This is in response to your recent letter to Mr. Forrest Cooper concerning the status of the proposed improvement of the Williams Highway in the Grants Pass area.

Due to the strong protests over the Highway Commission's plan, the Commission directed that the project be indefinitely deferred. The Department's Right of Way Division will notify all people who had been contacted of this action.

The Commission attempts to follow the theory of not improving roads when public opinion seems to be strongly adverse. There are many places, perhaps twelve to fifteen, to place every available highway dollar. As long as this condition exists, the Commission prefers to make those needed improvements that are warranted and have general public support.

Deferring a project does not necessarily mean that it is forever cancelled, but it is placed in abeyance for the time being.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:fn

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring
L. R. Chandler

3168 Williams Highway
Grants Pass, Ore. 97526
October 6, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

Can you enlighten us as to the present status of the proposed highway-widening project for Oregon Secondary 238, just out of Grants Pass?

I live along this route; also I am a correspondent for the Grants Pass and Medford dailies in this area. Some of the residents whose property will be affected consider that in previous articles I did not give enough weight to the objections of the property owners to the improvement as planned (See Grants Pass Courier issues of July 10, August 15; same articles appeared in Medford Tribune.). Personally I have taken the attitude that the Highway Department probably knows what it is doing, and why--although the local taxpayers certainly have a right to be heard, and the people living along the route must know something of what they want in the way of highway service.

I does seem unwise to keep the people directly concerned so poorly informed. Some must make new arrangements for businesses to be displaced, if and when the project is begun. Plans for crops, landscaping, fencing, ditching, sewerage disposal, building, possible sales of homes, etc., depend upon the plans of the Highway Department for this road.

According to district highway headquarters, appraisal and negotiations for purchase of right-of-way were cut off soon after the public meeting of August 14. Does this mean a change of plans? After the obviously large sum spent in surveying the route announced? Reports from Highway Department men as to whether or not money has been appropriated for the project, are conflicting.

If progress of the project depends upon securing of federal matching funds by the county or other local unit for sewer construction, cannot this be more clearly emphasized? I realize that there are a lot of factors involved, but will be glad to help create better understanding so far as that may be possible through my opportunity to submit brief articles on the subject to the newspapers locally.

Very truly yours,

Olga W. Johnson
(Mrs. Olga W. Johnson)

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OCT 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 10 1967
~~FOR FILING~~

2

October 9, 1967

Mr. John T. McMahon, Manager
Grants Pass and Josephine County
  Chamber of Commerce
Post Office Box 970
Grants Pass, Oregon 97526

Dear Mr. McMahon:

I have your October 2 letter advising that the Board of Directors of your Chamber supports the idea of widening the Williams Highway.

I am sure you are familiar with the rather strong opposition that has been voiced against the project, and this type of expression places the Highway Commission in a difficult dilemma. There are about 12 places for every available highway dollar and when strong protests arise against proposed projects, the Commission is inclined to defer the work in favor of projects that are acceptable to the persons affected.

We fully recognize that this work will be of considerable benefit to the Grants Pass community, but if those who actually live on the road are in opposition to its being modernized, the Commission feels the project should be deferred, at least for the present.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
   F. B. Klaboe
   V. D. Wolfe
   L. R. Chandler

RLP:ms kf

Grants Pass and Josephine County
CHAMBER OF COMMERCE

R. L. PORTER

October 2, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The Board of Directors of the Grants Pass and Josephine County Chamber of Commerce wishes to go on record in support of the Oregon State Highway Department's plan for the widening and improvement of Williams Highway (State Highway #238)

A recent telephone poll of Chamber of Commerce members, indicated that they were overwhelmingly in support of the plans for widening and improving Williams Highway. We are sure that by this action you will see that there is considerable community support for your project and we hope that our actions will encourage you to continue your program.

Porter - Lets discuss

Sincerely,

GRANTS PASS & JOSEPHINE COUNTY
CHAMBER OF COMMERCE

John T. McMahon

John T. McMahan
Manager

JTM:eag

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OCT 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

P. O. BOX 970 PHONE 476-7717 GRANTS PASS, OREGON 97526

8688.

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AUG 28 1967
FOR FILING

Cross Referenced To:

August 25, 1967

Mrs. Garda N. Angevine
316 N. W. "A" Street
Grants Pass, Oregon 97526

Dear Mrs. Angevine:

Your petition in support of the improvements contemplated on the Williams Highway has been received in this office.

We wish to thank you for your support and to assure you that the petition will be brought to the attention of the State Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Highway Commission (Enc.)
R. L. Porter
F. B. Klaboe
Victor D. Wolfe - 5930
L. R. Chandler

FBK:arb:rg

AUG 17 67

PETITION

Due to the fact that 44 land owners on Williams Highway have petitioned AGAINST the widening and general improvments of Williams Highway, the Oregon State Highway Commission may be reluctant to follow through with their plans for this therofare. Your support for the improvments is solicited. Sign below. Thank You.

Porter

Mrs. Cattie Martin
Mrs Garda M. Angwine
Mr- Marion Martin
Mrs. R.K. Yost
Mrs Phil White
Mildred C. Roudebush
Madeline Farbuss
Oscar Schroeder
Lonnie Leonard
Robert Hasler
Edith Hig
Ed Copeland
Jim Stinebaugh
Mrs Lettie Macfarlane
Charles C. Daugherty
Whites Custom Loaders
R. Phil White
Mrs Everett Comstock
Clifford L. Jenkins
L. C. Hill Jr
Sn Price
Hal Edwards
W. Stonzel [redacted]
W. Stanton

Richard H. Marvin
Ralph E. Jones
Fred Rickert
U.S. Benny
Mildred P. Fox
Bill Perry
Sam L. Fox
W. L. Porterfield
Fred Kelt
Pat Whiteley
Erhardt Blind
R. L. Pearson
Smokie Stover
Betty Schroeder
John K Beaton
J. W. Barker
Wallace M. Rosanan
Kim Thurman
W Jones
[illegible] Pilar

NOTED
F.B. KLABOE

Mrs Garda M. Angione
Mr- Marion Martin
Mrs. R.K. Yost
Mrs Phil White
Mildred C. Rowdebush
Madeline Forbuss
Oscar Schroeder
Lonnie Leonard
Robert Haller
Edith Hig
Ed Copeland
Jim Stinebaugh
Mrs Lettie Macfarlane
Charles C. Daugherty
Whites Custom Tailors
R. Phil White
Mrs Everett Comstock
Clifford C. Jenkins
L. C. Hill Jr
Hal Edwards
W. Stoy [redacted]
W Hamilton

Ralph E Jones
Fred Lukart
W.S. Berry
Mildred F. Fox
Bill Perry
Sam L. Fox
W.L. Porterfield
Fred Kelt
Pat Whiteley
Erhardt Blind
R.L. Pearson
Smokie Stover
Betty Schroeder
John K Beaton
J.W. Barker
Willis M Rosenan
Kim Thurman
W Jones
J.H. Peters

NOTED
F. B. KLABOE

RECEIVED
AUG 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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RECEIVED
AUG 28 1967

8

FORM 6-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

~~August 8, 1967~~
8-23-67

Mr. Henry Turk
1620 Williams Highway
Grants Pass, Oregon

Dear Mr. Turk:

During the course of our discussion on the proposed improvement of the Williams Highway in Josephine County, you requested that I consider an alternate using Harbeck Road and a line lying easterly of the existing highway and golf course to an eventual connection to the present Williams Highway about three and one-half miles south of the Redwood Interchange.

We have completed our reconnaissance survey of this alternate. As I informed you by telephone, the alternate would cost approximately $1 million more than the proposed improvement to the existing highway. It would also add a second parallel facility to the highway and, as a result, increase the annual maintenance cost for the life of these highways.

Also as suggested, we are taking another look at the entire matter. After this study, if we decide to proceed with the location as now planned, we will instruct our Division Engineer, Mr. L. R. Chandler, to meet with you and discuss the matter further.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. R. Chandler

8-23-67
Mr. Cooper instructed me to drop all work on this location project. Orders are Better no initiative
FBK

A

RECEIVED
JUL 24 1967
SP*0229-734

FOR FILING

[illegible]
R/W

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 20, 1967

SUBJECT:

To: MEMO TO THE FILE

On July 19 I discussed the proposed four-laning of the Williams Secondary Highway between Grants Pass and Golf Course Road with a Mr. Henry Turk. Mr. Turk is one of the affected property owners along the proposed route. He had several complaints, most of which were of the right-of-way category, and a proposal for an alternate route.

I discussed all these matters with Mr. Turk at some length and even had Mr. Moehring in to discuss the right-of-way matters with him. There apparently was some misunderstanding, not between Mr. Turk and the Right of Way Agents but as a result of what Mr. Turk was told by some of his neighbors. While I do not believe we made any great headway in convincing him that he had some poor information, at least he did not go away mad.

I also advised him that we would study the alternate proposal which consisted of utilizing Harbeck Road from the north end of the proposal and then on new alignment in a southerly direction to pass easterly of the existing golf course and connect back to the Williams Highway south of the golf course.

Mr. Morgan will make a reconnaissance-type survey of this second proposal, and I will communicate further when it has been completed.

F. B. Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
F. D. Morgan
L. R. Chandler

8688

RECEIVED
OCT 17 1967

F. B. Klaboe

J

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1967

SUBJECT: Owner Contacts
Grants Pass-Country Club
Road Section
Williams Highway
Josephine County

To: Mr. L. W. Riley
District Supervisor

ROSEBURG

Subsequent to my letter to you of August 23, 1967, Mr. Chatwood found evidence that we had been instructed by Mr. Klaboe not to make any further contacts on this line. Consequently I have talked to Mr. Klaboe and find that he and Mr. Porter have agreed that all of the people should be contacted to explain that this project has been indefinitely deferred.

It is my understanding that Mr. Chatwood will today hand you a copy of a letter Mr. Porter wrote to an owner for the above purpose. We recommend that you incorporate as much of this letter into your form letter as is possible.

John R. Oakes
Assistant Right of Way Engineer

JRO:CS
cc: R. L. Porter
F. B. Klaboe ✓
G. E. Rohde

RECEIVED
OCT 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1967

43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1967

SUBJECT: Grants Pass-Country Club Road Section
Williams Highway
Josephine County

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

TED
ORTER

At your request I have contacted Mr. L. W. Riley to ask him to notify all the persons contacted on this project that this project is indefinitely postponed. In the interest of a considerable saving of time, Mr. Riley and I believe that the best way to contact would be by means of a form letter. With your approval, Mr. Riley will proceed immediately on this basis.

G. E. ROHDE
Chief Counsel

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:AB

cc: G. E. Rohde
L. W. Riley

RECEIVED
OCT 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

8688

RECEIVED
AUG 24 1967

SP*6229-734

FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1967

SUBJECT:

To: MEMO TO FILE

On this date, I discussed with Senator E. D. (Debbs) Potts a proposed four-lane project on the Williams Secondary Highway southerly of Grants Pass.

Senator Potts stated that it was his opinion that the majority of the people in the area was opposed to the project; therefore, I told him that we would cease any activity in this connection.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell

8688

F.B. Klaboe

RECEIVED
AUG 23 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 18, 1967

SUBJECT: Requested Current Vehicular Volume Counts
Williams Highway
Grants Pass and Vicinity

To: L. R. Chandler
Division Engineer
OFFICE

As per your verbal request, I have, in cooperation with the Traffic Division in Salem, compiled from some very recent manual and recorder counts the best available information regarding 1967 average daily traffic at the subject location.

As you noted, there were two major points of concern, one being the underpass serving northbound Redwood Highway and Williams Highway traffic connecting to 7th Street and the somewhat complex intersection of the Williams Highway, Union Avenue and Harbeck Road.

It can be seen from the attached sketch that currently 2,900 vehicles from the Williams Highway utilize the two lane underpass plus 4,550 vehicles from the Redwood Highway. From a capacity standpoint the present two lanes is sufficient at the present time and would be adequate in the foreseeable future. In any event, the widening of this structure would seem impractical due to the fact that immediately to the north the Cave Man Bridge is only wide enough for two lanes of traffic. You will also note that two additional lanes of traffic and 4,950 vehicles merge just north of this underpass and cross the 7th Street ~~to~~ Cave Man Bridge.

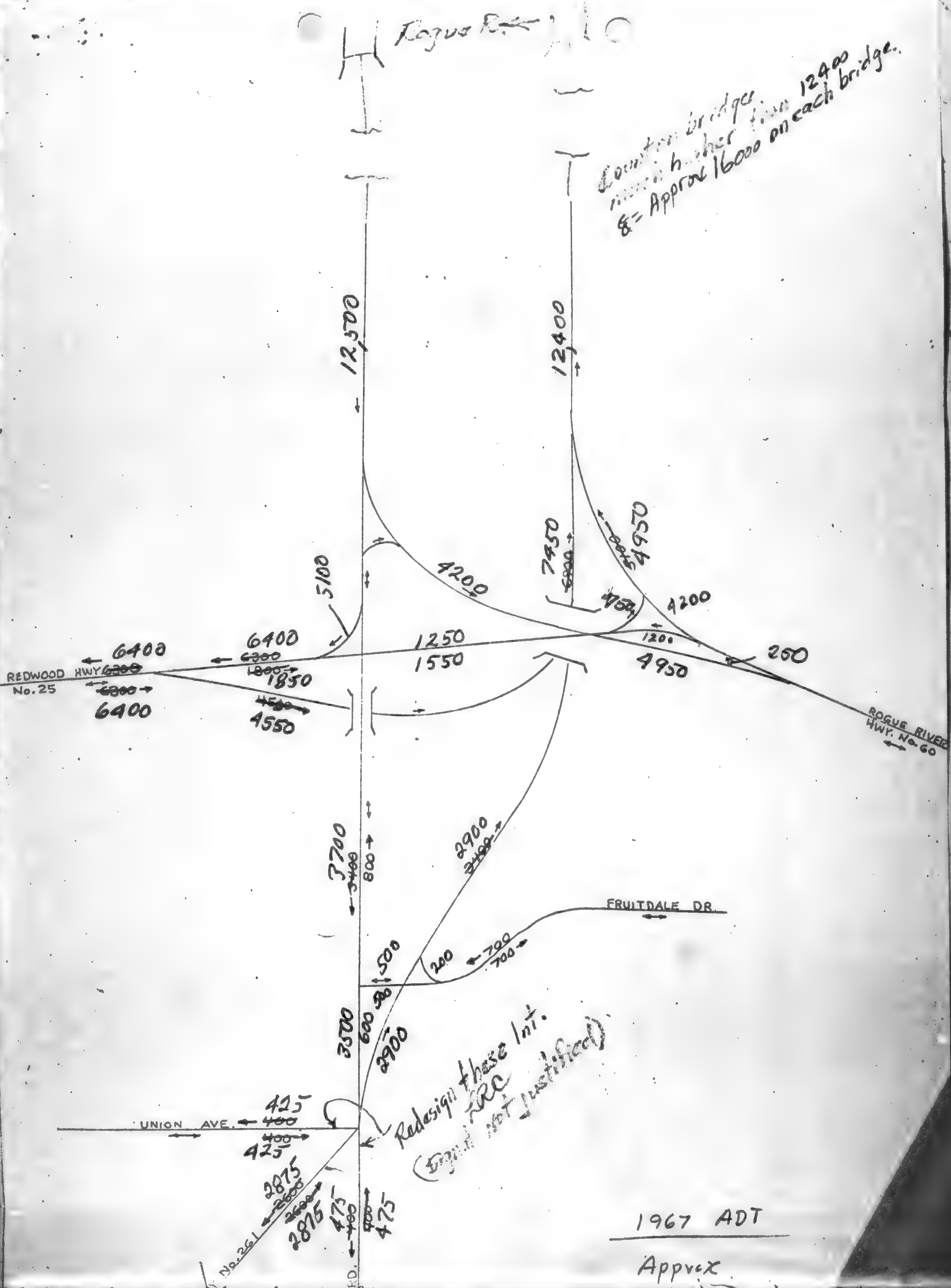
The Union Avenue-Harbeck Road intersection should of course be redesigned in connection with any contemplated widening or realignment of the Williams Highway into a standard 90° cross type which could in the future be channelized and sometime in the distant future signalized. It would appear, from the current volumes that signalization would not be warranted at this time.

Glen L. Clark
GLEN L. CLARK
Division Traffic Engineer

Approved
CMW

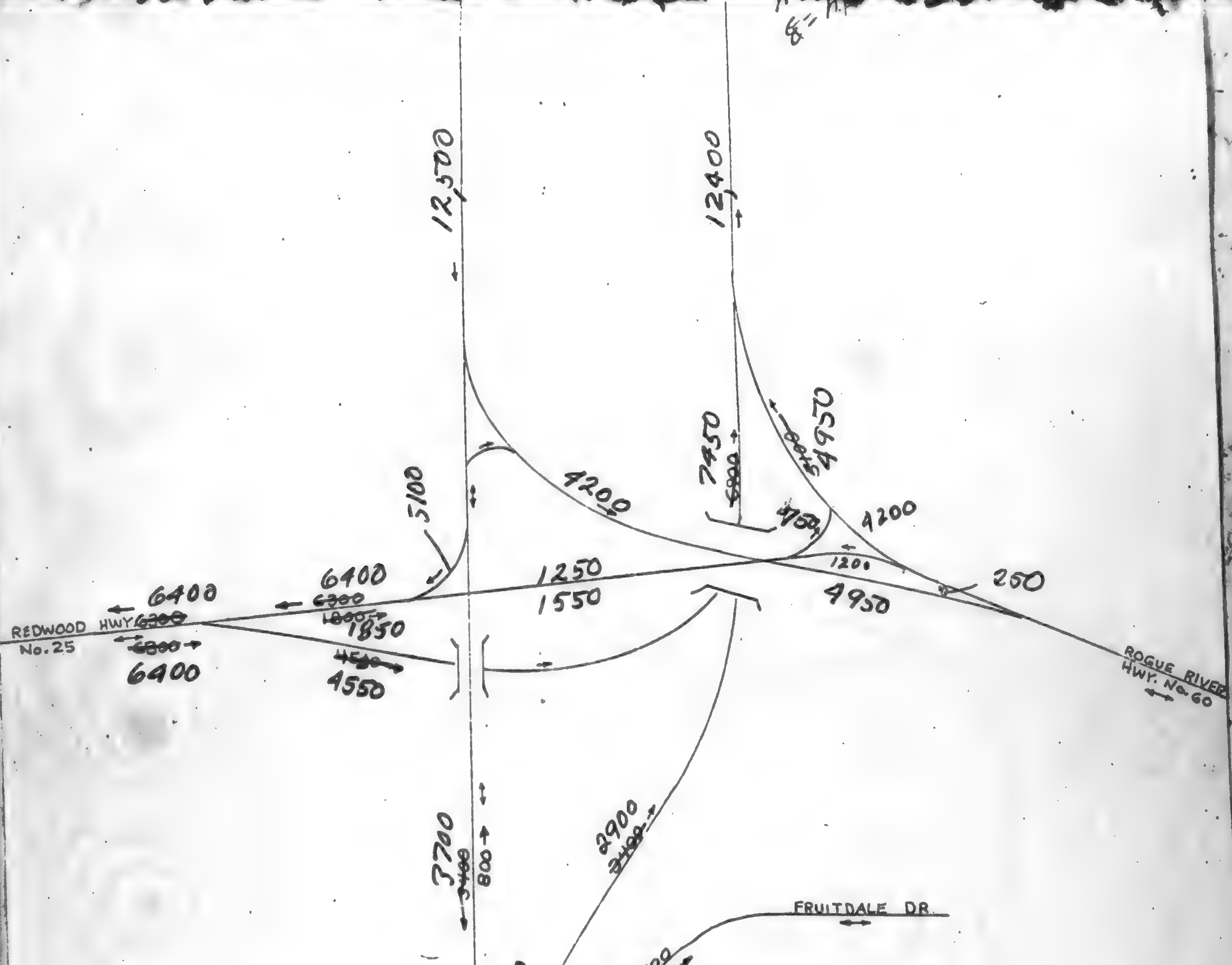
GLC/pm
Attachment
cc F. B. Klaboe
F. D. Morgan
F. B. Crandall
R. L. Lammert
A. L. Chapman

NOTED
F. B. KLABOE



1967 ADT

Approx



Redesign these Int.
RRC
(Signal not justified)

1967 ADT

Approx

8688

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AUG 28 1967
FOR FILING

8

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1967

SUBJECT: Grants Pass - Murphy
Williams Highway

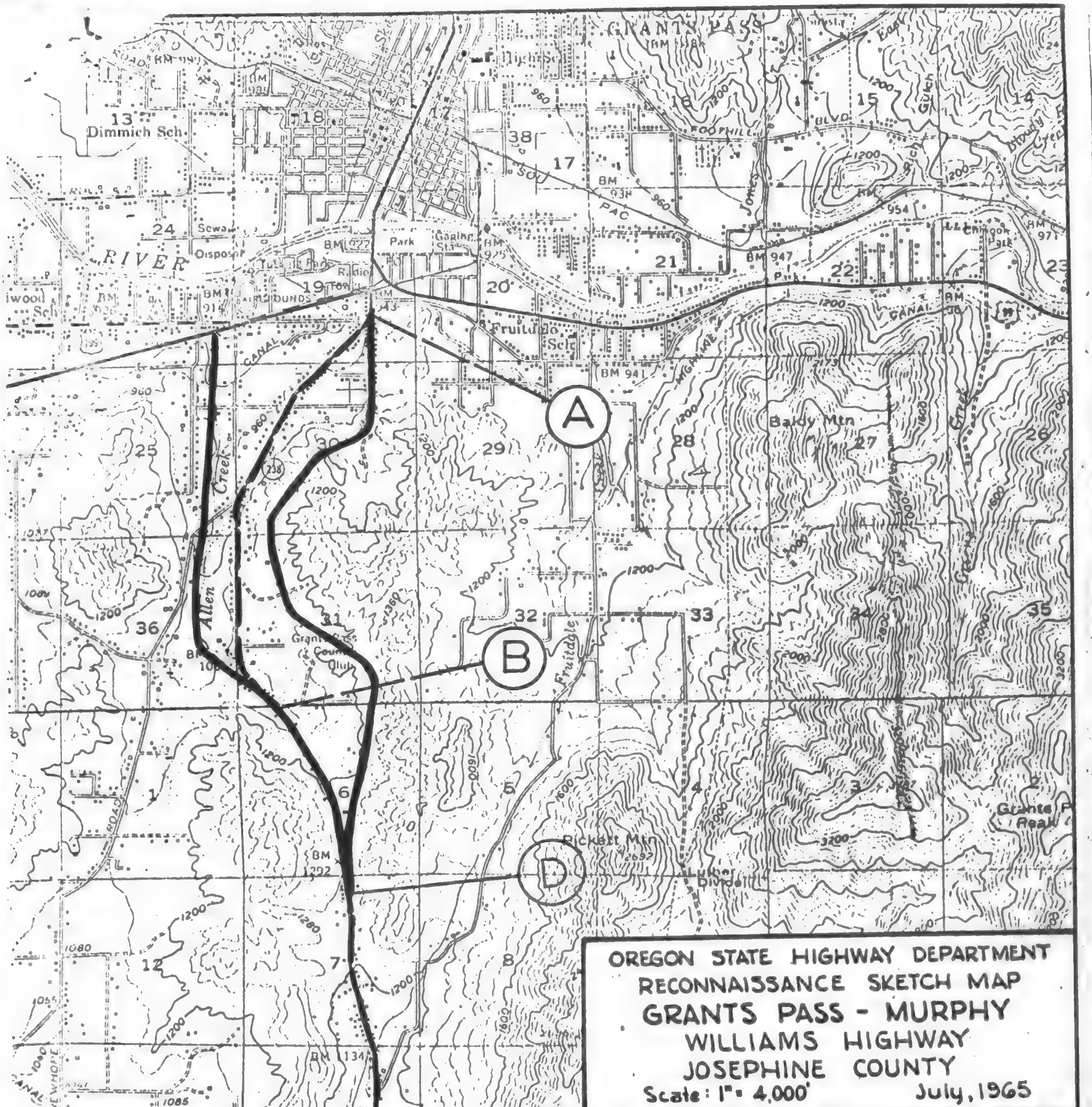
To: Mr. D. J. Barbee
Ass't Construction Engineer
OFFICE

Following is a tabulation of costs for several route possibilities on the Grants Pass - Golf Club Road segment of the Williams Highway. A small scale map is attached depicting the possibilities.

	Proposal (dashed)	Foothills (red)	Allen Creek (green)
Comparative Length	3.8	3.9	4.2
Construction Length	3.7	3.8	3.3
Grade and Pave	$ 1,400,000	$ 2,400,000	$ 1,800,000
Right of Way	100,000		200,000
Est. Const. Cost	$ 1,500,000	$ 2,400,000	$ 2,000,000

Note: Right of way on the Foothills Route was not determined, but it could amount to a considerable amount since the aerial photographs indicate that there could be residential develop ment involving houses of substantial value taking place in the foothills easterly of the golf course. Allen Creek right of way was determined by prototype methods.

W. H. Tebeau
Preliminary Studies Engineer



OREGON STATE HIGHWAY DEPARTMENT
RECONNAISSANCE SKETCH MAP

GRANTS PASS - MURPHY

WILLIAMS HIGHWAY
JOSEPHINE COUNTY
Scale: 1" = 4,000'   July, 1965

8688

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AUG 3 1967
FORM E-30X—50M—7-66

FOR FILING

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1967

SUBJECT: Alternate Route Location
Grants Pass-Murphy
Williams Highway

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

The estimate on an "armchair" basis for producing a new route for the improvement of the Williams Highway between Grants Pass and Murphy is $2,400,000 for 3.8 miles of construction. The route is roughly delineated on the attached map. This cost is to be compared with improvement to four lanes (in part) of the existing facility between common termini ("A" and "D" on map) at $1,500,000 for 3.7 miles. No distance savings is realized by the new route. The "new route" cost does not include right of way; however, there is reason to believe that this would be considerable since the aerial photographs indicate that there could be residential development involving houses of substantial value taking place in the foothills easterly of the golf course.

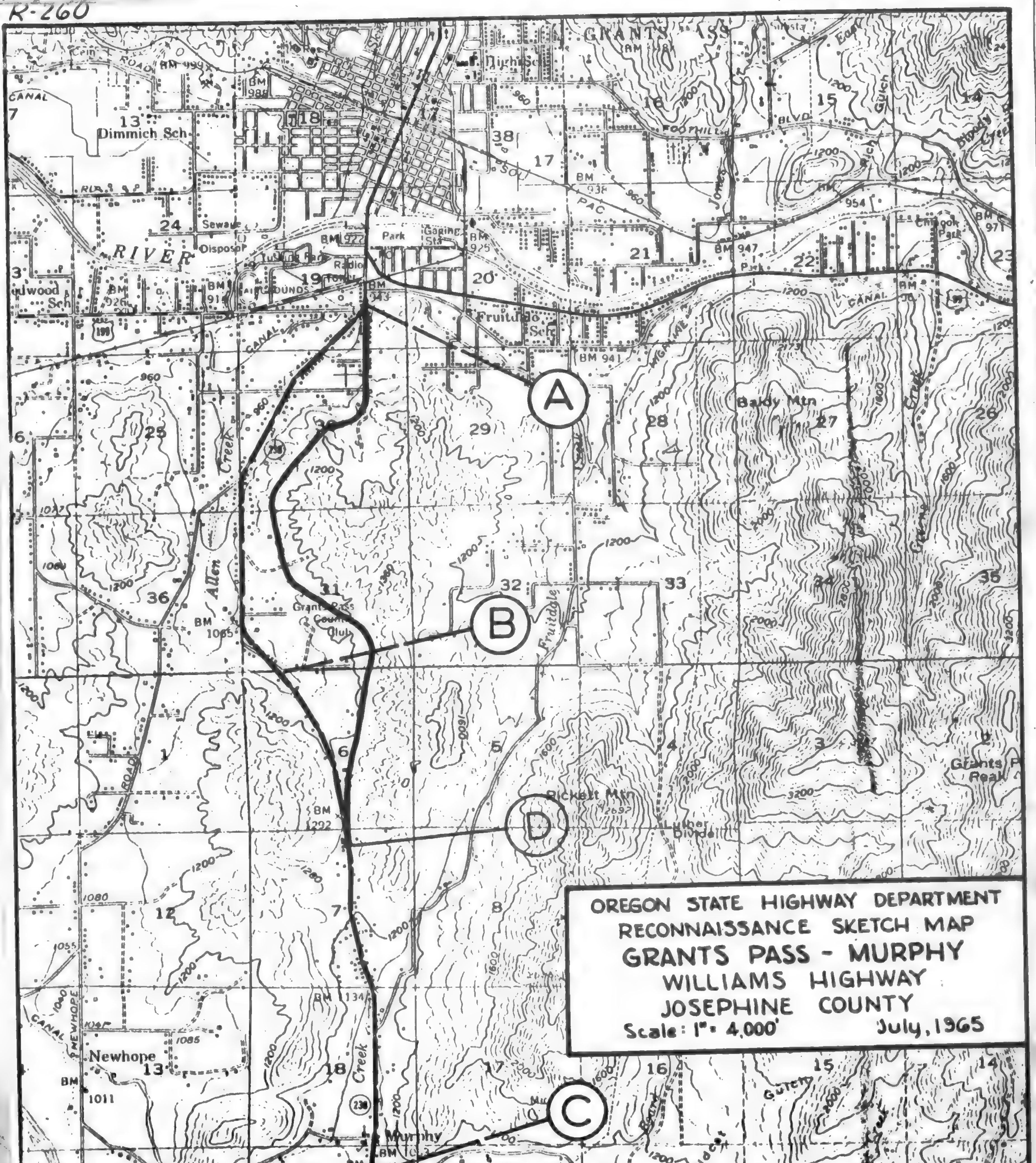
Traffic projections indicate that 4,000 vehicles (1986 ADT) would use the new facility if it were in operation leaving a like number on the existing facility. From this, it appears that conversion of the existing facility to four lanes is the logical approach since it would be capable of handling the projected traffic with little or no difficulty and at a much lower cost than building a completely new route -- there is nearly a million dollars difference between the two in favor of the conversion.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:fw
Attach.

R-260



OREGON STATE HIGHWAY DEPARTMENT
RECONNAISSANCE SKETCH MAP
GRANTS PASS - MURPHY
WILLIAMS HIGHWAY
JOSEPHINE COUNTY
Scale: 1" = 4,000'   July, 1965

8688

8

RECEIVED
JUL 11 1967

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1967

To:

SUBJECT: Grants Pass Golf Club
Grants Pass-Murphy Section
Williams Highway

Mr. F. D. Morgan
Construction Engineer
OFFICE

ATTENTION: Mr. D. J. Barbee

Following are estimates for three separate plans for the Allen Creek crossing in the vicinity of the Grants Pass Golf Club on the Williams Highway.

Plan "A", as proposed by the Division Office, involves a double reinforced concrete box culvert which would utilize one barrel (6' x 8') for the Allen Creek flow and the other barrel (6' x 7') as a pedestrian tube for access across the highway for golfers which is intended to function as an overflow during periods of high runoff. Under this plan the culvert/walkway combination would be placed normal to the highway centerline and would require realignment of the Allen Creek channel from its present course. Estimated cost is $23,000.

Plan "B" would also utilize the culvert/walkway combination as on Plan "A" except that it would be placed along the alignment of the present channel. This procedure would eliminate the necessity of channel realignment. Estimated cost for this plan is $20,000.

Plan "C" would involve a separate R.C.B.C. (8' x 7') for Allen Creek along its present channel and a pedestrian tube (6' x 7') placed normal to the roadway at the Plan "A" site. The culvert size for Allen Creek is larger in this instance because the overflow feature of the pedestrian tube would not be possible. Estimated cost is $24,000 with the pedestrian tube amounting to $10,000 of this cost.

From physical and visual evidence, it is estimated that the probable maximum flow in Allen Creek would amount to about 350 cubic feet per second and the culvert sizes are based upon this flow. Because of the Allen Creek gradients, it would be advisable to place any culvert considered on a flatter grade than the channel in order to maintain a relatively uniform velocity pattern with respect to the flow from the channel through the culvert; computations indicate that a desirable slope for the culvert should be in the neighborhood of 0.001 foot per foot (the channel slope averages 0.009 through this reach). At a discharge of 350 cubic feet per second, the 8' by 7' culvert (plan "C") would theoretically flow about 95 per cent full if placed on this slope. With the combination culvert (Plans "A" and "B") at the estimated discharge and the indicated slope, the Allen Creek barrel would theoretically run 68 per cent full and the pedestrian barrel, 63 per cent full. This would suggest a reduction in the culvert height; however, the height is controlled by the pedestrian barrel and reducing its height would, in all probability, defeat its purpose; reducing only the height of the Allen Creek barrel probably would not result in any decrease in cost because of the apparent complexity in design and construction.

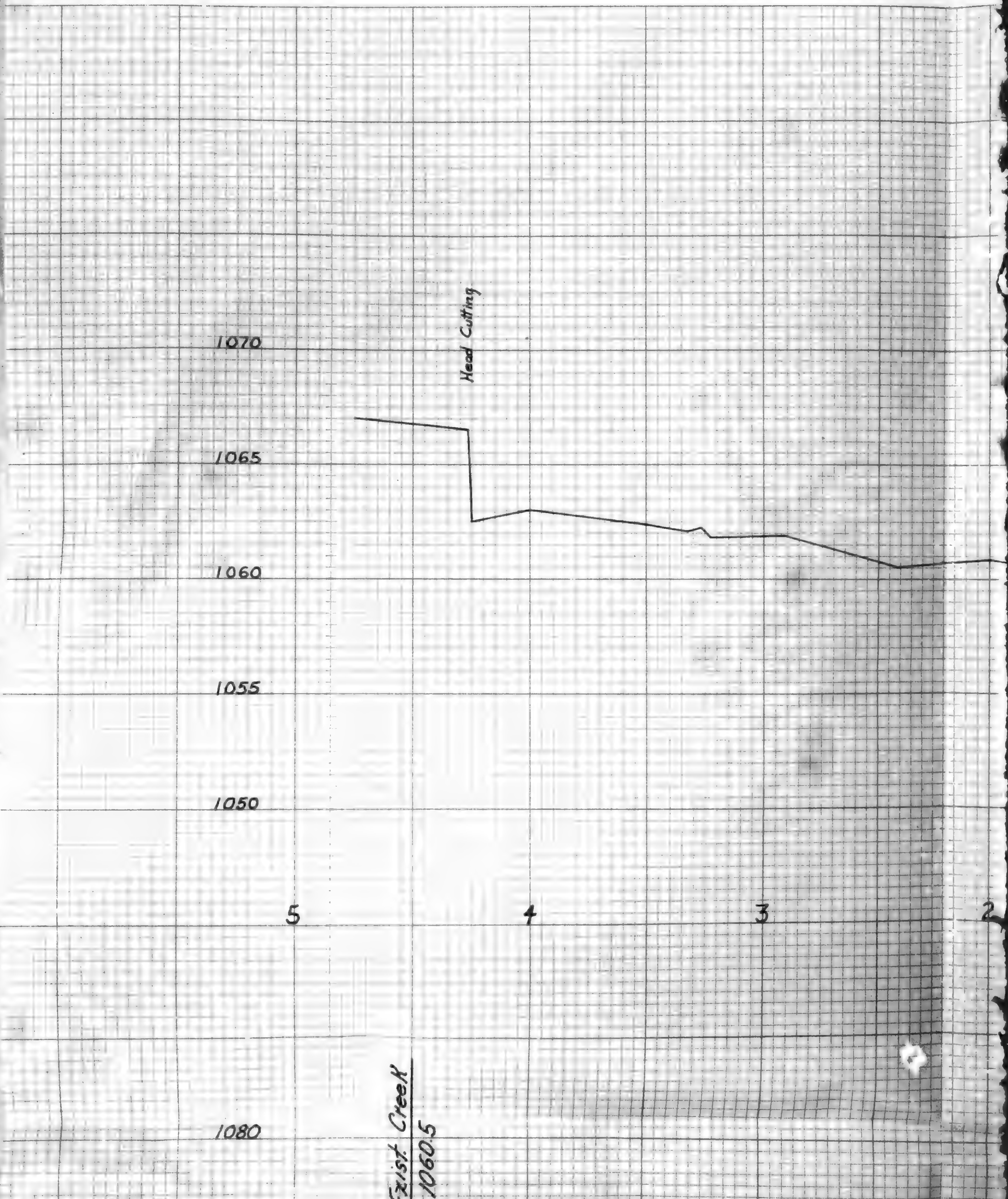
From the standpoint of cost, Plan "B" is the most logical one to adopt; however, it might be pointed out that the pedestrian tube would be rendered unusable for foot traffic during any heavy downpour of rain or any runoff from the Allen Creek basin that would result in depths in excess of two feet in the channel -- this condition, apparently of short duration (how short cannot be determined), occurs several times annually. In spite of the lower cost of Plan "B", I would favor Plan "C" which would handle the Allen Creek flow at all stages without interfering with the intentions behind the pedestrian tube. It appears that the pedestrian tube in combination with the Allen Creek barrel is being justified on the basis of drainage and, as such, an over designed culvert results. As can be seen from the estimates, Allen Creek can be handled at a cost of about $14,000 disregarding the pedestrian tube. Plan "A", in my opinion, is not desirable for the obvious reason that the right angle in the channel necessitated by placing the culvert normal to the roadway could lead to hydraulic problems at the culvert.

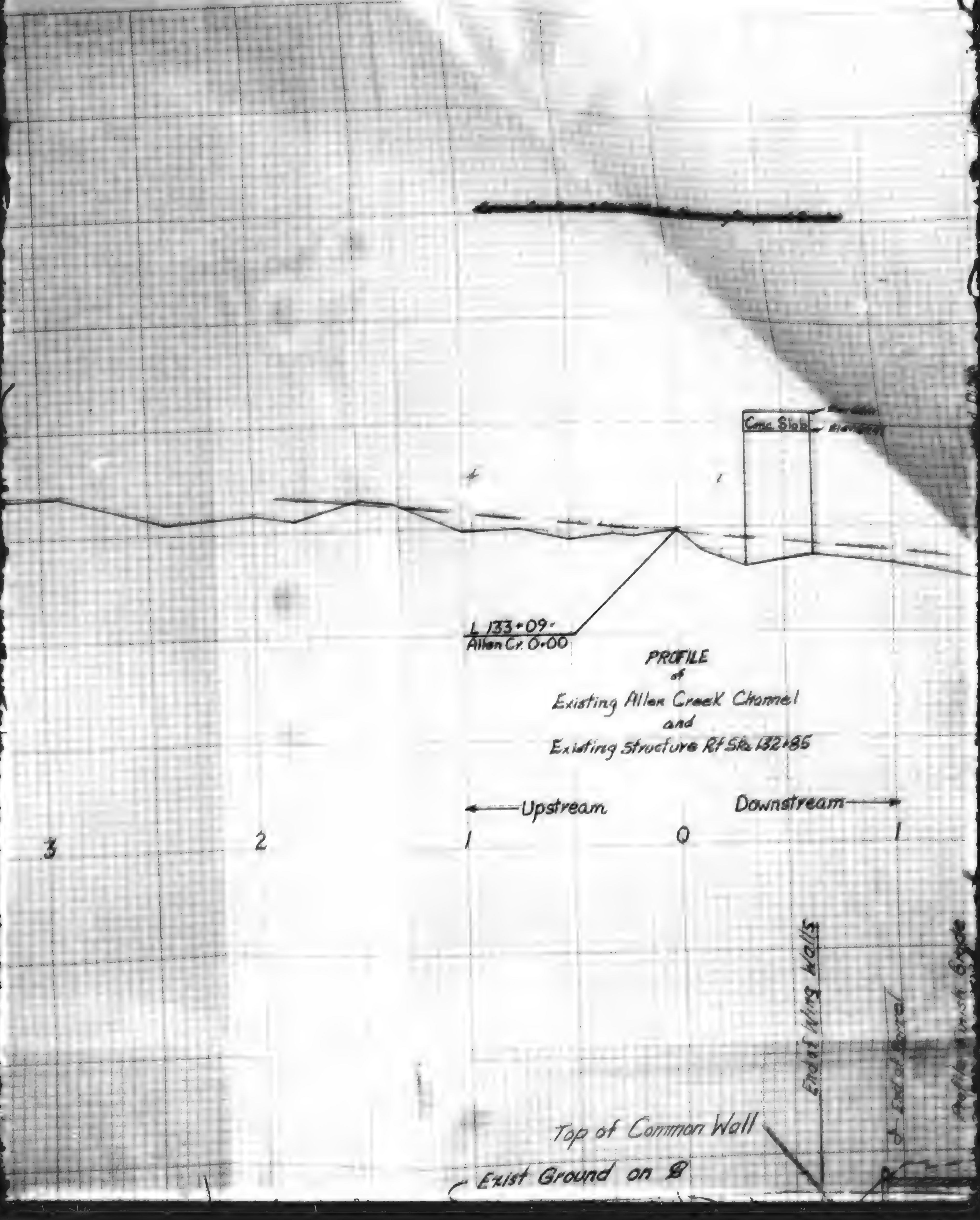
Enclosed is the file which contained the field proposal and related correspondence.

W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

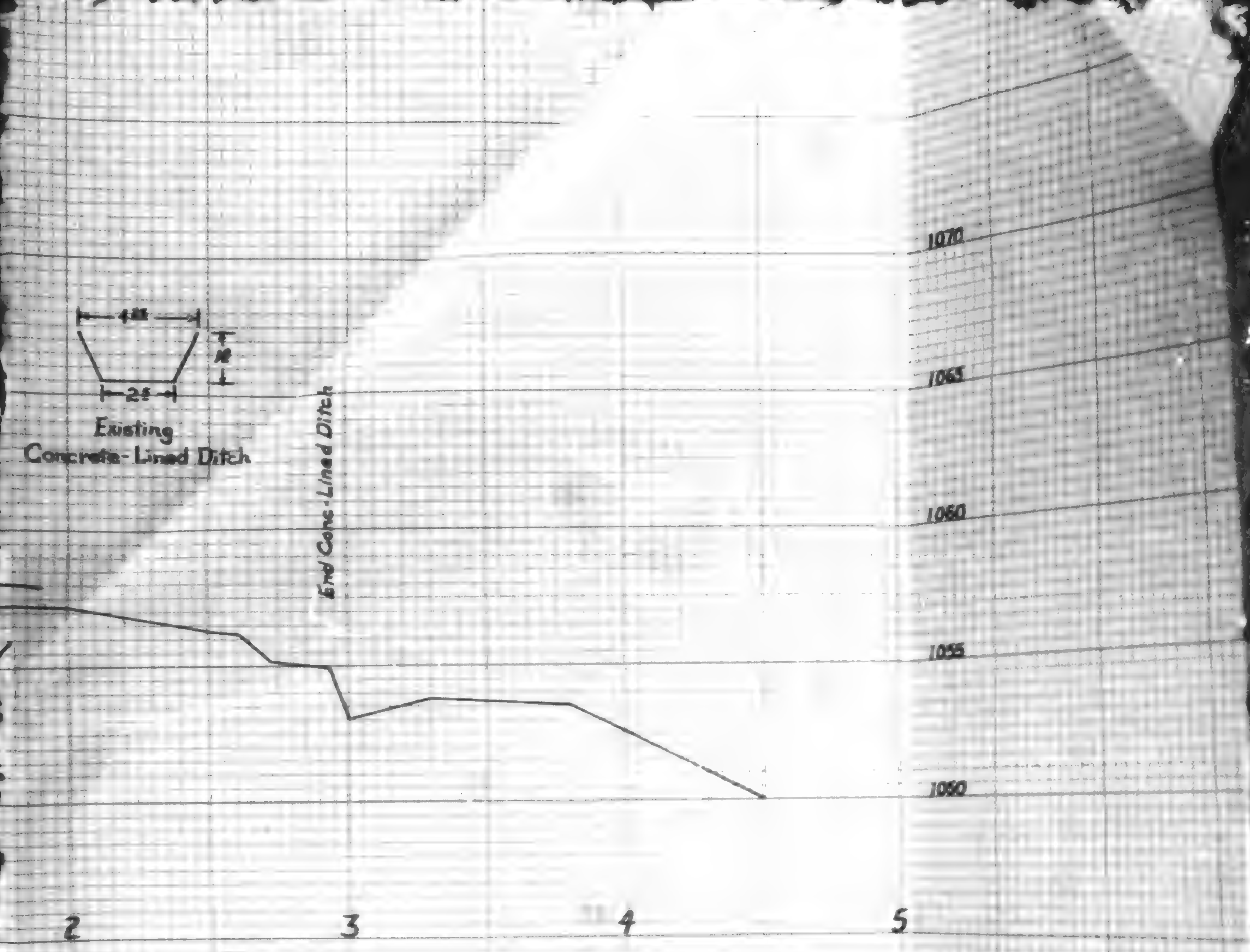
WHT:fw

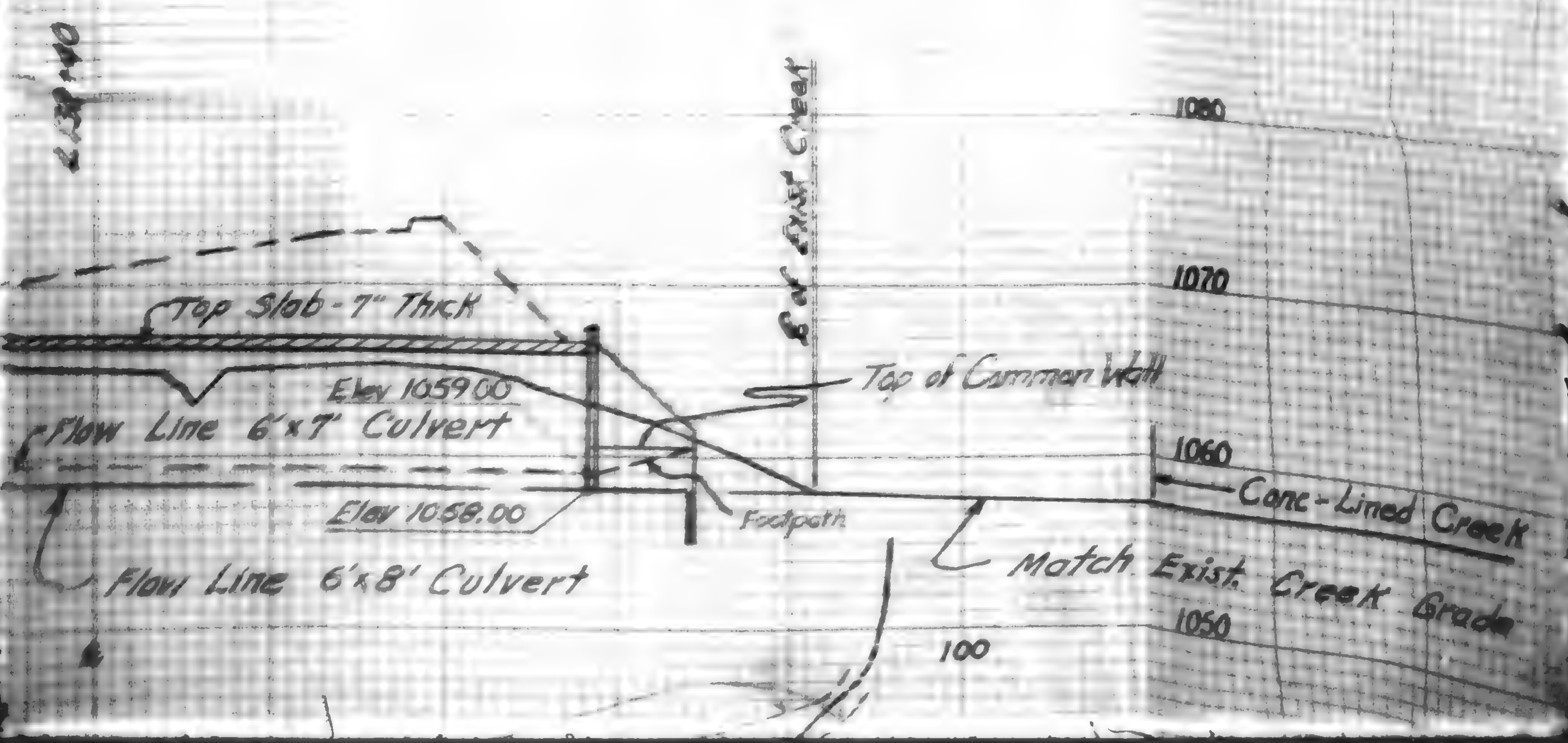
Enc.

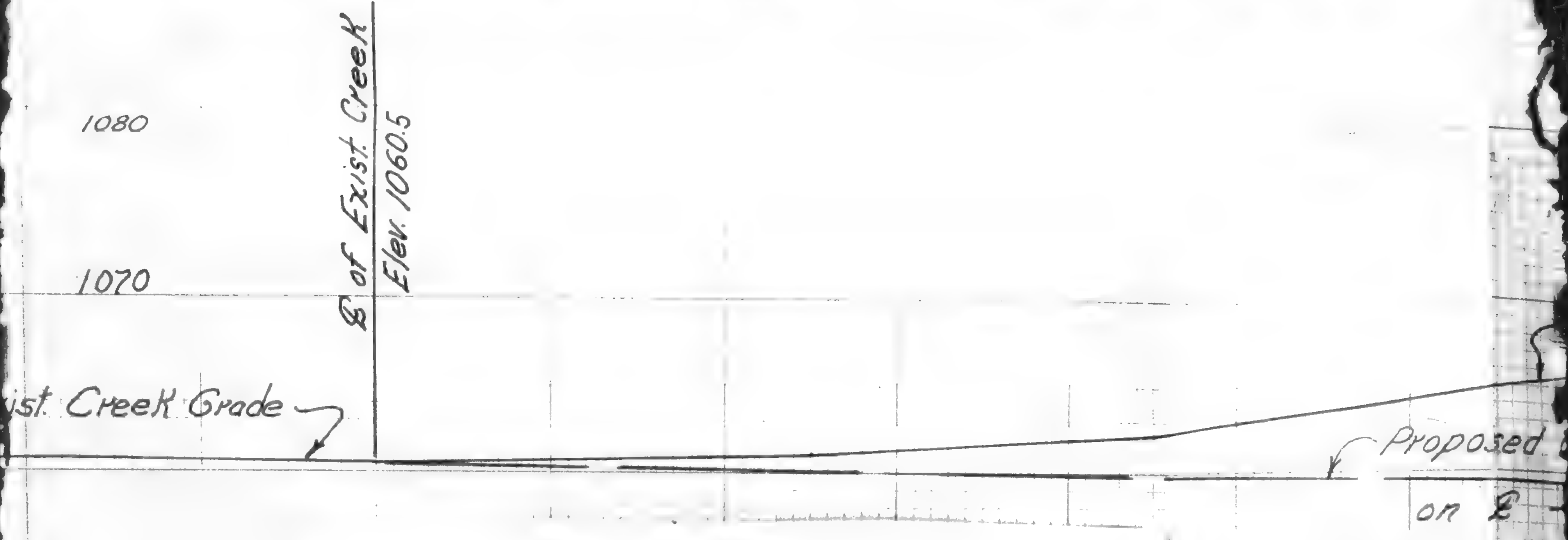

Head Cutting
1070
1065
1060
1055
1050
5
4
3
2
1080
1070
℄ of Exist. Creek
Elev. 1060.5



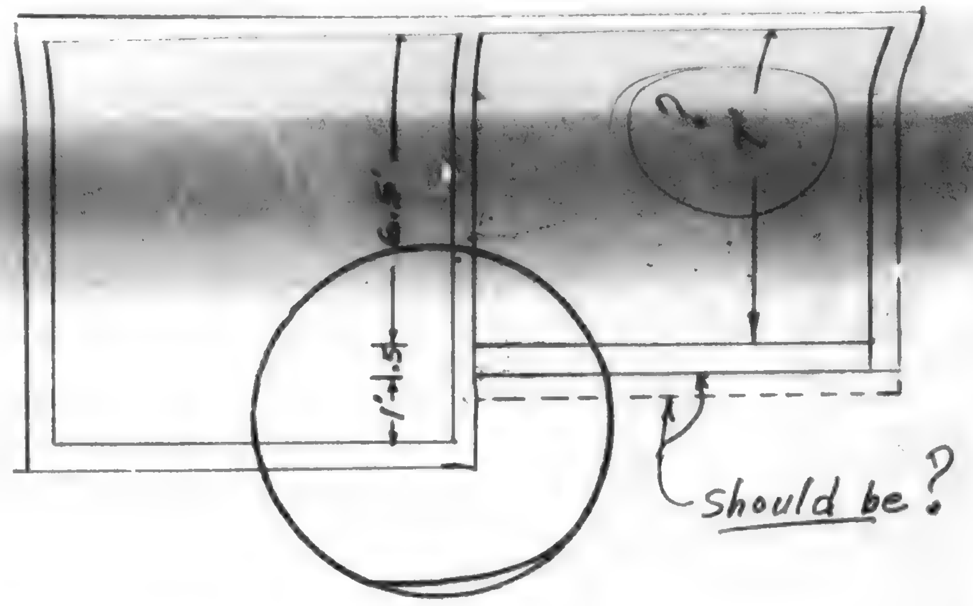
PROFILE
of
Existing Allen Creek Channel
and
Existing Structure Rt Sta. 132+85


4.5'
1.5'
2.5'
Existing
Concrete-Lined Ditch
End Conc-Lined Ditch


2+30.40
℄ of Exist. Creek
1080
1070
Top Slab - 7" Thick
Elev 1059.00
Flow Line 6'x7' Culvert
Top of Common Wall
1060
Cone-Lined Creek
Elev 1058.00
Footpath
Flow Line 6'x8' Culvert
Match Exist. Creek Grade
1050
100



Drawing shows bottom of slab of 6x7 as 1' above floor of 6x8 thus decreasing 7' rise of walkway by thickness of floor.



should be?

1050

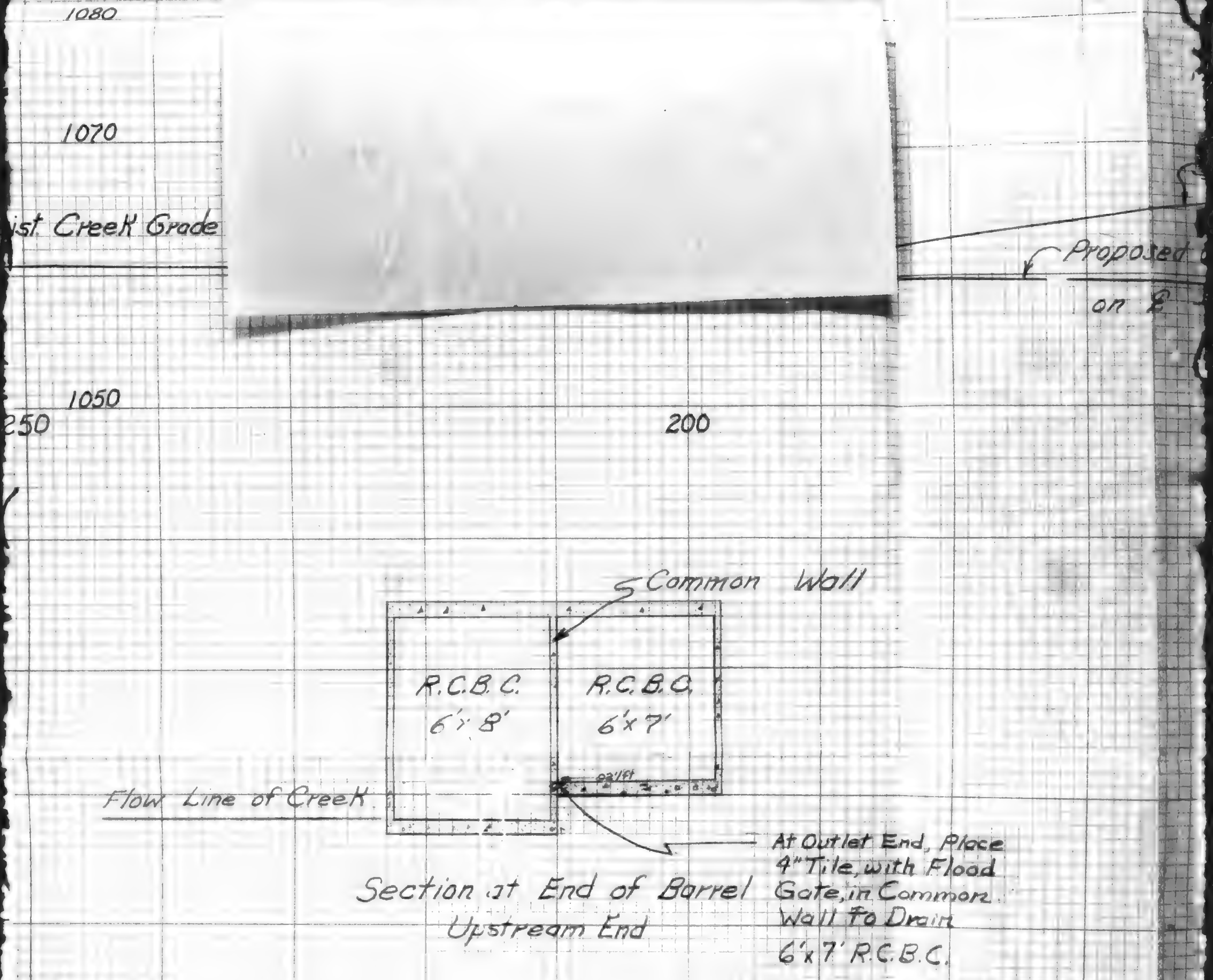
250

Flow Line

nd, Place
th Flood
ommon
Drain
B.C.

K+E STANDARD ® CROSS SECTION
10X10 TO THE INCH

117-1479

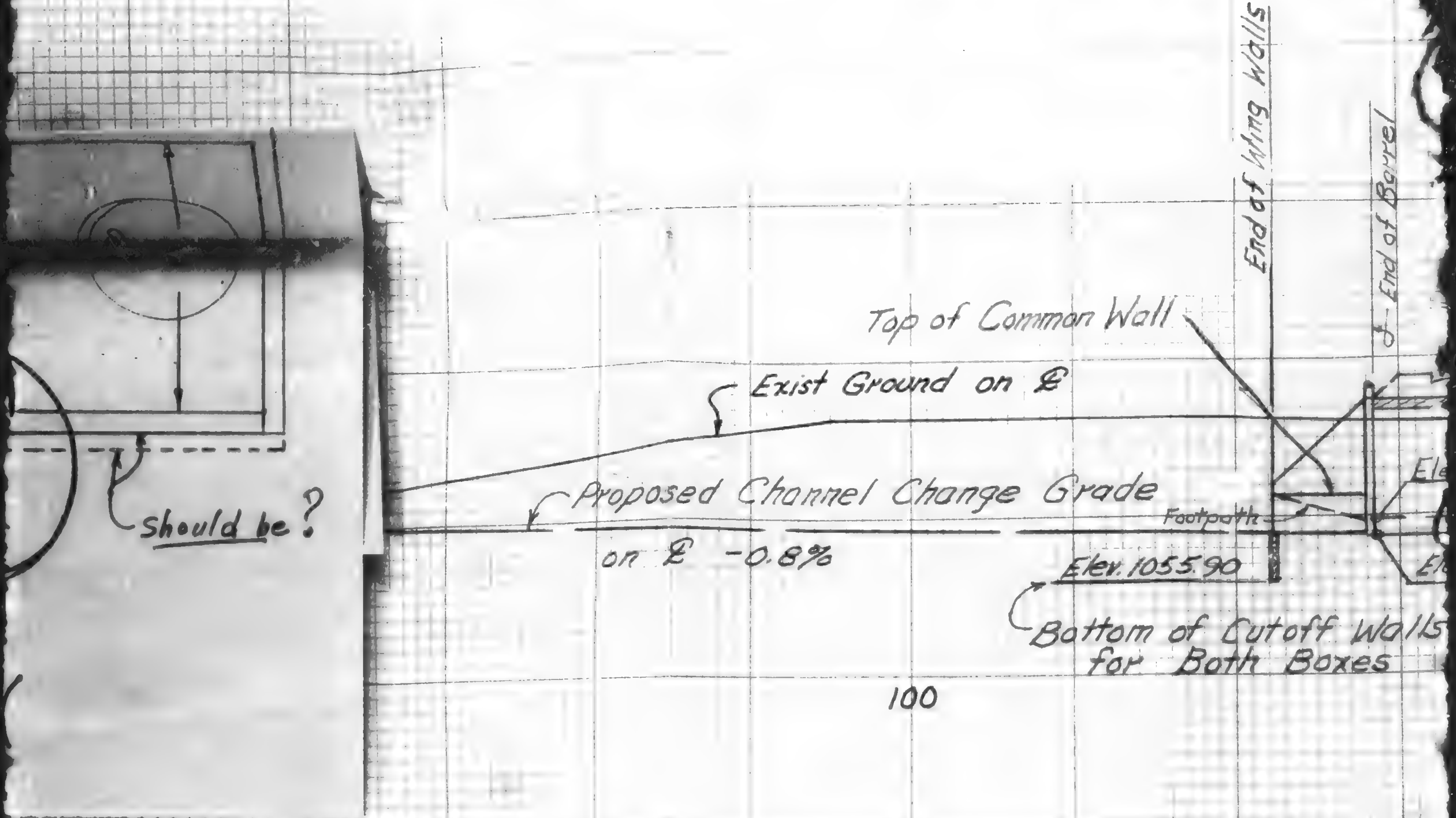


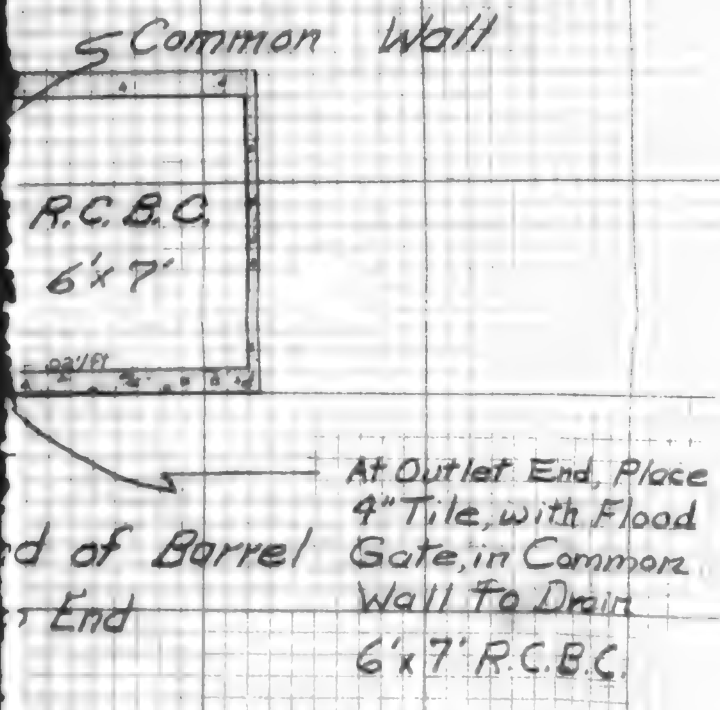
Section at End of Barrel
Upstream End

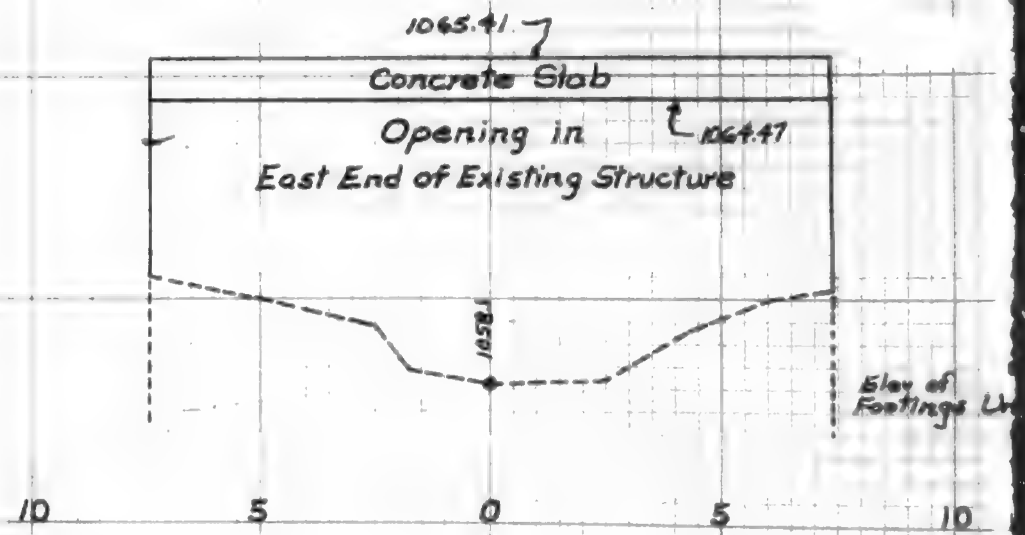
At Outlet End, Place 4" Tile, with Flood Gate, in Common Wall to Drain 6'x7' R.C.B.C.

K+E STANDARD CROSS SECTION
10X10 TO THE INCH

117-1479







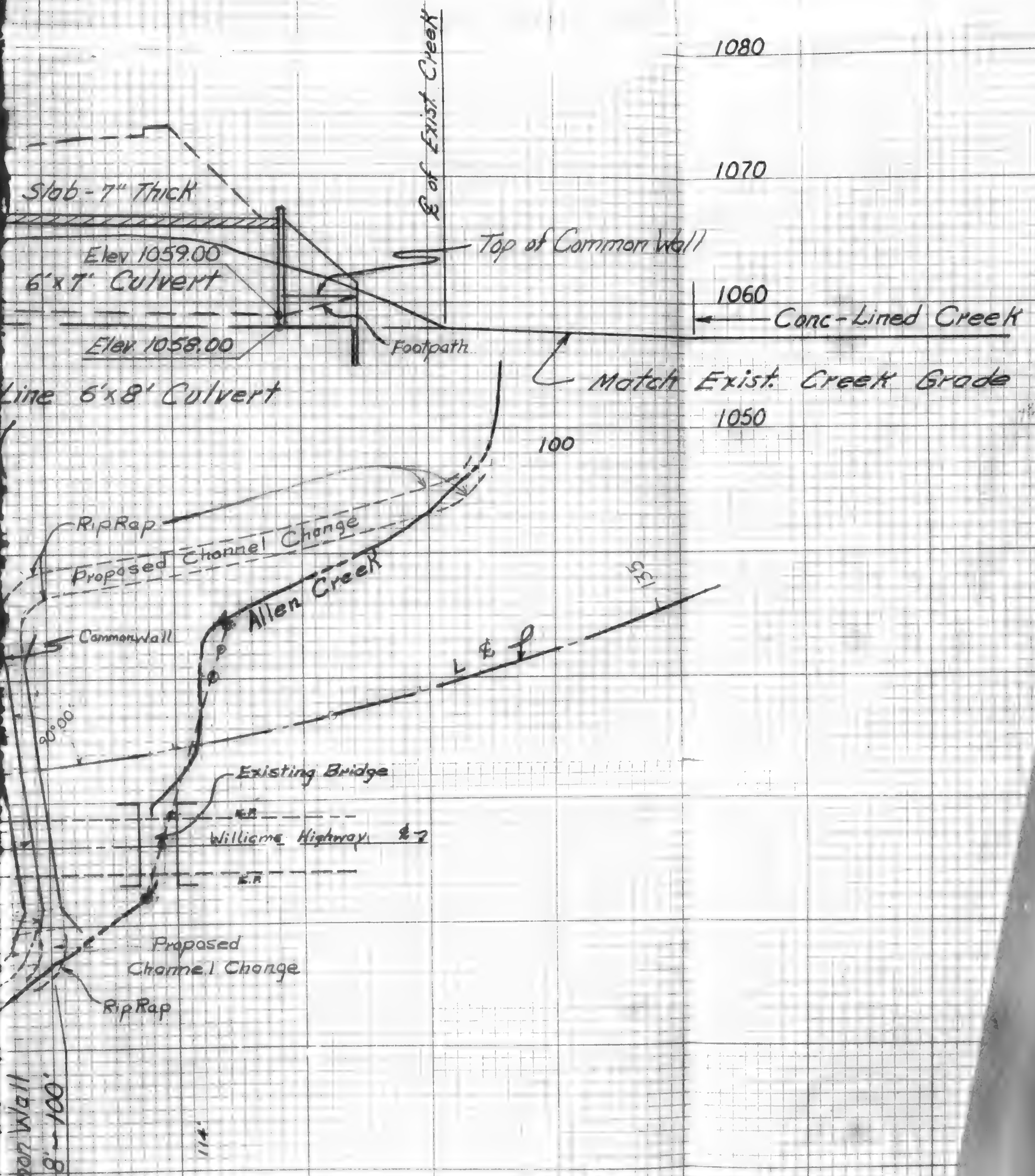
GRANTS PASS-GOLF COURSE RD UNIT
GRANTS PASS-MURPHY SECTION
WILLIAMS HIGHWAY
JOSEPHINE COUNTY

G.E. Roberts, Res Engr.

March 1967

STANDARD ● CROSS SECTION
10X10 TO THE INCH

117-1



K+E STANDARD CROSS SECTION
10X10 TO THE INCH

8688
MAY 1 - 1967

Moehring 8

FORM E-30X—30M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 27, 1967

To: THE FILE

SUBJECT: Grants Pass-Country Club Rd.
Williams Highway
Josephine County

Williams Highway Sewer
Line Construction

While pursuing the influence of the septic tank ban on properties on Williams Highway as related to market value, I received an expression from Josephine County Commissioner, Bruce McDonald, that the County would advance funds to lay sewer facilities in Williams Highway, rather than see the project delayed.

Commissioner McDonald appeared to be responding to the expressions of Utilities Engineer John Holcomb that the highway not be torn up for sewer installation for a period of five years. Due to uncertainties of sewer district progress, this action would probably delay the highway project; a thought abhorrent to the Commissioner.

When I pressed the subject to discover the County's sincerity, Commissioner McDonald took me into Commissioner Ringuette's office and they conferred informally on the subject. This was not an official action, but I witnessed an accord develop between Commissioners and I stated I would repeat that their sentiment is, that rather than delay the project, the County would apply budgeted funds on a loan basis to construct the Williams Highway facility hoping to encourage Oregon State Highway Department scheduling of construction. The Commissioners anticipate a Sewer District would repay the loaned funds.

AL BROWN
Right of Way Agent

NOTED
F. B. KLABOE

NOTED
JOHN R. [illegible]

cc: John Holcomb
Dist. Utilities Engineer

AB/dw

NOTED
D. H. MOEHRING

4/28/67
Send copy to Mr Klaboe
for his information
JP

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1967
RIGHT OF WAY

8688

8

RECEIVED
APR 27 1967
FOR FILING

Salem, Oregon 97310
April 26, 1967

F. D. Morgan
Construction Engineer
BUILDING

Grants Pass Country Club
Road Section, Williams
Secondary Highway

I have been informed that the acquisition of right-of-way for a future project is complicated at this time due to the existence of many septic drain fields emptying into the highway ditch.

I am also informed that in a month or two a vote will be taken of the residents along this section as to whether or not they wish to become a part of the city of Grants Pass. If they do, sewers will undoubtedly be installed and the problem of the septic tanks eliminated. Under the circumstances, I believe it would be prudent to delay the purchase of any of the properties that have septic tank problems until after the outcome of the upcoming election.

Please advise those involved of this proposal.

If such an action serves a hardship on particular cases, I will entertain suggestions for exceptions.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

FORM 2-50 90M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 25, 1967

SUBJECT: Underpass
Grants Pass Golf Club
Grants Pass-Murphy Section
Williams Highway

To: F. D. Morgan
Construction Engineer
SALEM

Attn: D. J. Barbee

Attached is a copy of a letter written after an additional contact with Mr. W. Stewart Orr, President of the Grants Pass Golf Club. This additional contact was made in order that Mr. Orr might be aware of our continuing efforts to solve the problem posed in our first contact.

It was explained to Mr. Orr at the time that nothing specific had been decided, but that this was a part of the report submitted to the Salem Office. Other facts relating to our time table and to Mr. Orr's feelings are contained in his letter. This is being sent as a follow-up on Mr. Cooper's assignment.

J B Boyd
J. B. BOYD
Assistant Division Engineer

JBB/pm

cc Forrest Cooper ✓
Victor Wolfe
Glen Roberts
W.H. Tebeau

Attachment

NOTED
FORREST COOPER

RECEIVED
APR 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

8688

RECEIVED
APR 18 1967

FOR FILING

9

Salem, Oregon 97310
April 17, 1967

Grants Pass Golf Club
Grants Pass-Murphy Section
Williams Highway

Mr. F. D. Morgan
Construction Engineer
BUILDING

Attention Mr. D. J. Barbee

I forward a report and sketch map received by Mr. Cooper from Division 3 concerning a proposed pedestrian underpass to serve the Grants Pass Golf Club.

We note that the proposal includes a radical channel change which appears to me to be a step backwards as far as handling the water in Allen Creek.

Please analyze it and advise me of the reasons for the channel change. Keep in mind, also, the possibility of separating the structure for the creek and the structure proposed for the pedestrian underpass.

At any rate, I would like your opinion of the proposal by April 21.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

Encs.

GRANTS PASS
MURPHY ROAD — P. O. BOX 601 — GRANTS PASS, OREGON PHONE 476-3002
GOLF CLUB

April 14, 1967

Mr. J. B. Boyd
Assistant Division Engineer
Oregin State Highway Department
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Boyd:

I hope you are enjoying better weather on your vacation - wherever you are- than we are experiencing here; winter doesn't want to turn loose.

Your Mr. Fred Reid called on me today, and showed me the detail of your planned pedestrian tube under the Williams-Golf Club section of the Williams Highway. If such a construction is indeed possible, I am sure it would provide the safeguards which we believe are necessary for persons who will be crossing the highway at that point.

In order for you to be fully advised of our present activities, and the deadlines we face, I wanted to tell you that we now have a preliminary plan from our Architect which provides for four holes to be constructed on the West side of the highway. The Architect plans to be here on April 25, and we will discuss these and other matters with him at that time. Our option on the land straddling the highway will expire on July 15, 1967; so, we hope to be in a position to have solved all the problems of access, design, etc. before that time.

Like yourselves, assuming all the obstacles are ironed out, we still have no set date for the start of coenstruction, but we will have to start buying land on or before July 15 if we plan to move in that direction.

If any further information is needed from us, please advise. It would be nice if you could plan to spend an afternoon with us soon, so we could fully acquaint you with the plan, etc.

Sincerely,

W. Stewart Orr
President
G. P. Golf Club

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APR 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1967

FOR FILING

Morgan

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 5, 1967

SUBJECT: Preliminary Reconnaissance
Grants Pass Golf Club
Alternate to the Grants Pass-Murphy Sec.
Williams Highway

To: Memo to the File

NOTED
F. B. KLABOE

Mr. Henry Turk of Grants Pass phoned Mr. L. R. Chandler at the suggestion of D. P. Potts, State Senator from Josephine County. Mr. Turk, who lives opposite Station 28 on the above subject section, was calling at the request of Mr. and Mrs. Heeter, who live at Station 90. Mr. Heater is Mr. Turk's foreman in his bulb growing operations. Mr. Turk claimed that there was a much superior location for the proposed improvement of the Williams Highway and that he and Mr. Heater had flown this route in his airplane and it was plain to see its advantages. Mr. L. R. Chandler requested I and Mr. Glenn Roberts to review the location and make appropriate comments.

In the company of Mr. Glenn Roberts, Resident Engineer, and Mr. James McNamee, Assistant Resident Engineer, I reviewed the general location as shown on the attached xerox copy of aerial photographs. The proposed location would intersect the Redwood Highway near the box culvert for Allen Creek. This location is presently on an approximate 30-35 foot fill and the construction from Point A to Point B would involve heavy fills, appropriate drainage structures for Allen Creek, and irrigation facilities crossing the location. You will not that three drainage structures would be required with attendant channel changes.

From B to C the location would ride over a general low area on an approximate 4 foot fill. This area appears to have drainage problems, advising the fill type construction. This location would remove two or three structures and remove portions of acreage type properties being used for the pasturing of horses and the raising of family garden plots.

From C to D the location generally follows fairly good farm land, removing one nice home and crossing a fairly large irrigation facility. This rolling farm land would be fairly expensive, involving considerable right of way expense.

From D to E the location would cross a subdivision which has been improved and it has one home in the $20-25,000 catagory that is not indicated on the map as the subdivision has been improved subsequent to the photography.

Jim

REFERRED TO
Morelock
Asst. Const. Engr.
Send copy to Klaboe for his Info. B.

V [illegible]
Becker
Bond
Barbee B
Walker
Glenn
Swan

RECEIVED
1967
CONSTRUCTION DIVISION

Trout
Scott
Wills
Litchfield
Olson

From E to F one or two stream crossings would probably be necessary. These stream crossings would be in an area in which severe head cutting has occurred. This is the erosion due to decomposed granite soil, and for which two dams costing approximately $30,000 have been built, the locations of which is indicated by the (1) and (2) on the map. This entire area from E to F is involved with land optioned by the Grants Pass Country Club for a second nine holes and would probably be very expensive.

Recommendation:

The advantages of this location without resorting to a full reconnaissance plan indicates adverse construction problems. Any interference with Allen Creek will involve the Highway Department in the head cutting problem which has caused considerable damage to adjacent properties throughout this entire section from A to F. Glancing at this location would indicate that the grade line should generally be the existing ground in order to avoid drainage problems, etc. The cost of the drainage structures would be considerable, involving probably 6 or 7 structures. The right of way appears to be on a high cost level with some severe severence damages. Out of direction travel can be seen from the map with the attendant problems of a channelization with heavy flows at the Redwood Highway. It is doubtful that we could return the existing Williams Highway to county maintenance. In conclusion, it is my opinion that this location is not feasible in line with the character of the Williams Highway as it now exists or as its potential appears.

JBBoyd

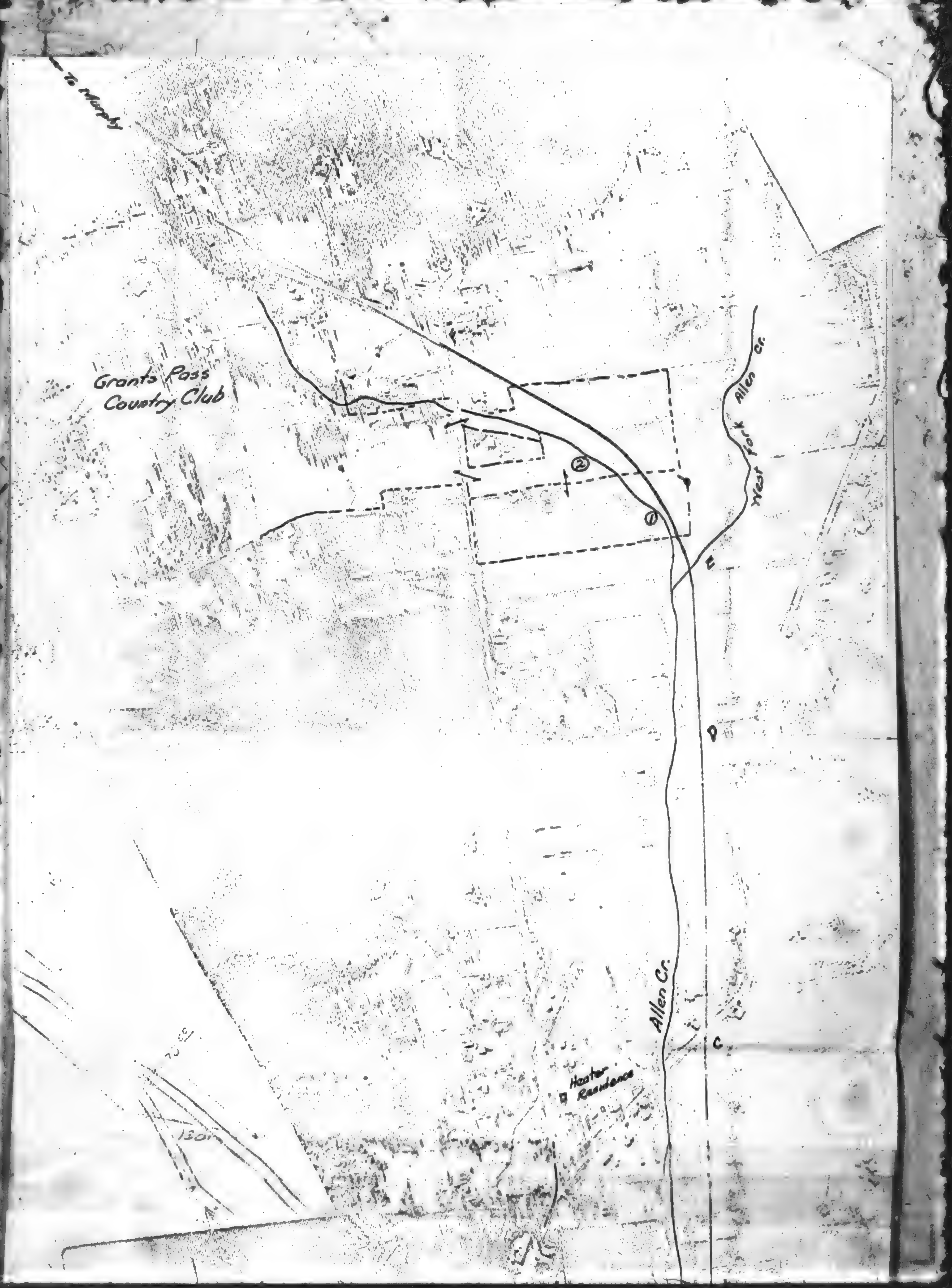
J. B. BOYD
Assistant Division Engineer

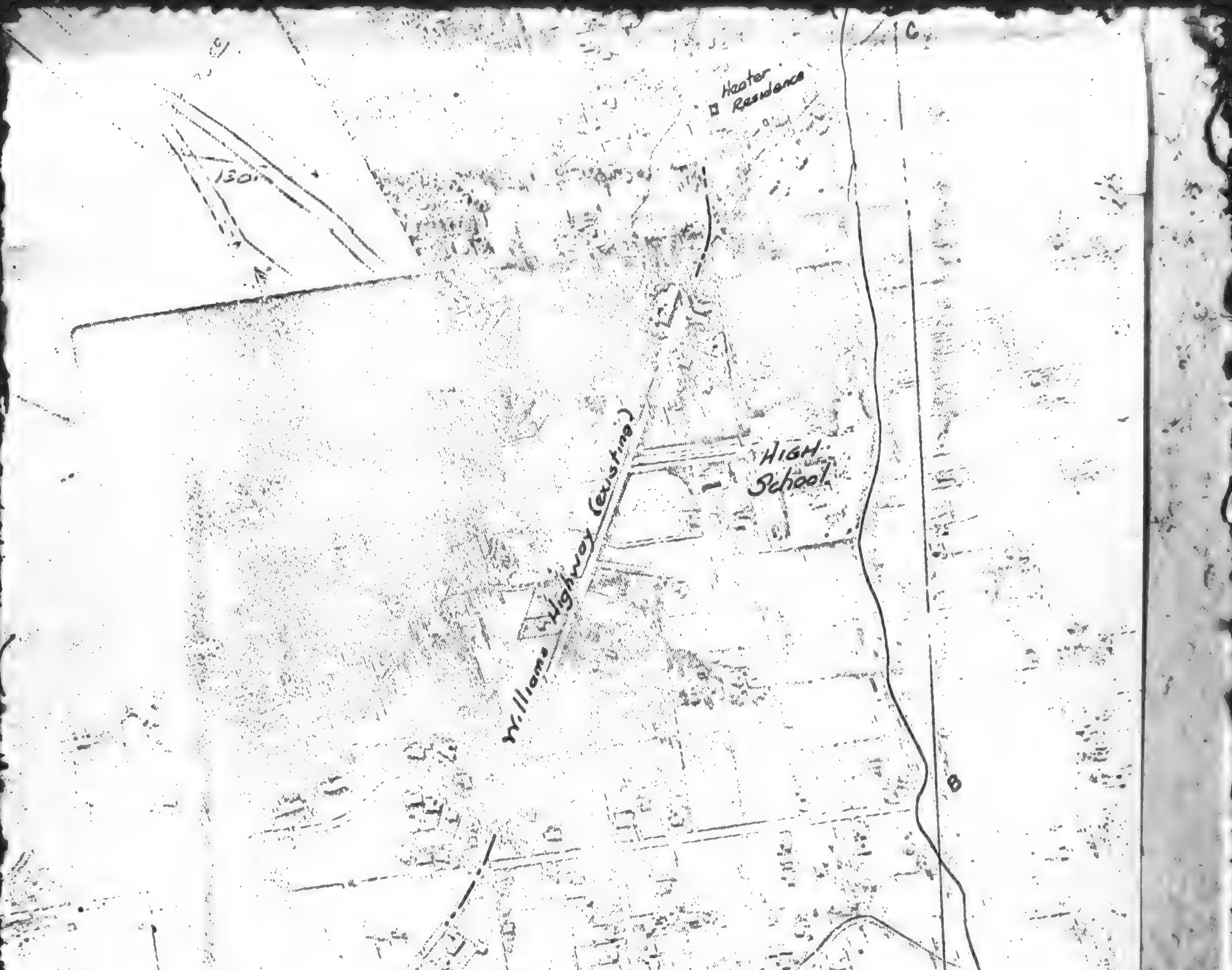
JBB/pm

cc F. D. Morgan
Glenn Roberts

Enclosure

RECEIVED
APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER


To Murphy
Grants Pass Country Club
②
①
West Fork Allen Cr.
E
D
Allen Cr.
C
Heater Residence


C
Heater Residence
130
HIGH School
Williams Highway (existing)
B
A
To Wilderville
Redwood Highway
Turk Residence & bulb operation

8688

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 27, 1967

SUBJECT: Grants Pass Golf Club
Grants Pass-Murphy Section
Williams Highway

To: Mr. Forrest Cooper
State Highway Engineer
SALEM

This report continues information on an interim report provided your office on March 23, 1967. We have prepared a sketch map which is attached showing the general conditions existing at the Allen Creek crossing of the above subject highway.

It appears from the sections and the type of construction of the existing bridge that it would be unwise to attempt the lengthening of this structure. The structure was recently modified by State forces and does not lend itself well to an extension. The new alignment, being on a super-elevated section, would require considerable additional deadload being applied. We have prepared a proposal utilizing two reinforced concrete box culverts one of which has a floor one foot higher than the adjacent box. This would allow with some modifications the upper box being used for access by the golfers during normal stream conditions. During flooding periods, both boxes would be available to carry the stream flow. The existing structure has an end area of about 80 sq. ft. The new structures would have an end area of 90 ft.

Both installations appear to be approximately double what should be required in this area by virtue of our Bulletin 19. We would assume that the cost of this installation,provided the opening given in Bulletin 19 is adequate, would have to rationalized by mitigation of damages during negotiations for property which the golf club presently has under option. Without this underpass, the severed portion will be damaged as to use by the country club. It will be noted, however, that under the present two lane road there is no access to the property other than a grade crossing of the existing highway.

Allen Creek, in this general area, is a stream in which severe head cutting is evident. The property which the golf course has optioned has two dams which represent an investment of about $30,000 to stop this head cutting action. Deep cutoff walls would be required on this culvert to protect the embankment and culvert installations.

This plan is presented to you as a proposal that would solve the problems of the Grants Pass Golf Club as discussed with Mr. Stewart Orr and Mr. Bill Leonard and the solution would, I believe, be very satisfactory to them.

JBBoyd
J. B. BOYD
Assistant Division Engineer

JBB/cw
cc Victor D. Wolfe
F. D. Morgan
G. E. Roberts

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MAR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

8688

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MAR 28 1967
FORM E-30 50M 10-65

FOR FILING

8

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 23, 1967

SUBJECT: Interim Report
Contact with Mr. W. Stewart Orr,
President Grants Pass Golf Club
Grants Pass-Murphy Section
Williams Highway

To: Mr. Forrest Cooper
State Highway Engineer
SALEM

NOTED
R. L. PORTER

In response to your request of March 6 and a subsequent letter on March 7 written by Mr. Orr directly to Mr. L. R. Chandler, we requested an appointment with him on March 14. Mr. G. E. Roberts and the writer met with Mr. Orr and Mr. Bill Leonard of the Grants Pass Golf Club. In viewing the Allen Creek Bridge, it appears that modifications are possible that will enable the Golf Club to utilize the bridge for an undercrossing of the highway. These modifications will be minor and will result in mitigation of damages for subsequent right of way purchases.

Mr. Orr and Mr. Leonard were very pleasant and Mr. G. E. Roberts is preparing a proposal for a more complete report to be submitted shortly.

JBBoyd
J. B. BOYD
Assistant Division Engineer

JBB/cw
cc Victor D. Wolfe
F. D. Morgan
G. E. Roberts

NOTED
F.B. KLABOE

RECEIVED
MAR 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

8688

RECEIVED
MAR 7 - 1967
FOR FILING

8

March 6, 1967

Mr. W. Stewart Orr, President
Grants Pass Golf Club
230 Espey Road
Grants Pass, Oregon

Dear Mr. Orr:

This is in response to your January 30 letter addressed to Mr. Glenn L. Jackson, Chairman of the State Highway Commission, which was referred to this office for reply. It had to do with a pedestrian overcrossing at Allen Creek on the Grants Pass-Murphy Section of the Williams Highway.

As you know, the State is presently making a survey of the section which will probably entail a change in alignment through this general area. Since the work is not complete, we are not able at this time to advise you concerning the feasibility of your request.

We are asking our Division Engineer at Roseburg, Mr. L. R. Chandler, to investigate the matter and he or his representative will discuss this with you very soon. We will do our best to expedite the investigation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Mr. Glenn L. Jackson
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. R. Chandler - Please expedite and report.

GCW:rw RLP:ms fn

Mail to
Forrest Cooper

RECEIVED 4584
1967 18 67
OFFICE OF
REFERRED TO
KLABOE
BY DEPUTY

DRAFT FOR COOPER PLEASE

January 30, 1967

Mr. Glenn Jackson, Chairman
Oregon State Highway Commission
Pacific Power & Light Building
Portland, Oregon

Dear Glenn:

Pursuant to our telephone conversation of a few days ago in which you requested a letter detailing the plans of the Grants Pass Golf Club, I submit the following for consideration by the State Highway Commission.

The Club is seriously considering the purchase of additional lands, part of which would lie on the West side of the existing so-called Williams Secondary Highway. In order to use this piece of land as a golf course, it would be necessary for us to gain access via an underpass under the highway.

In view of the fact that the Highway Commission is currently engineering an improvement program on this section of Williams Secondary, it occurred to us that it might be possible to design an underpass in conjunction with the construction of the bridge which will be required across Allen Creek which runs through the property we propose to buy. There is currently a bridge across Allen Creek, but the clearance underneath it is not sufficient to allow pedestrian or golf cart traffic.

Since we are being pressed to pick up our option on the lands, it would be greatly appreciated if you will check with the Commission to determine whether such an underpass arrangement might be possible and we can make our plans accordingly.

Sincerely,

GRANTS PASS GOLF CLUB

W. Stewart Orr, President

WSO:es

Routing
Morgan
Docker
Bond
/ Barboe
Walker
Glenn
Swan
Morelock
Trout
Scott
Wills
Litchfield
Cook

RECEIVED
FEB 1967
CONSTRUCTION
DIVISION

RECEIVED
FEB 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Copy FC

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RECEIVED
MAR 1 - 1967
FOR FILING

8

March 1, 1967

Mr. Robert Bergmann
B & B Market
2521 Williams Highway
Grants Pass, Oregon

Dear Mr. Bergmann:

In reply to your letter of February 4, I must apologise that our survey work was not completed on this section in time to negotiate for right-of-way last fall.

I have advised by our Right of Way Division, however, that they will be in a position to contact you in the near future. Before a definite offer can be made to you, appraisal of the necessary taking for right-of-way purposes must be determined by staff appraisers. I am assured that this necessary portion of our right-of-way procedure will be undertaken in the immediate future.

Very truly yours,

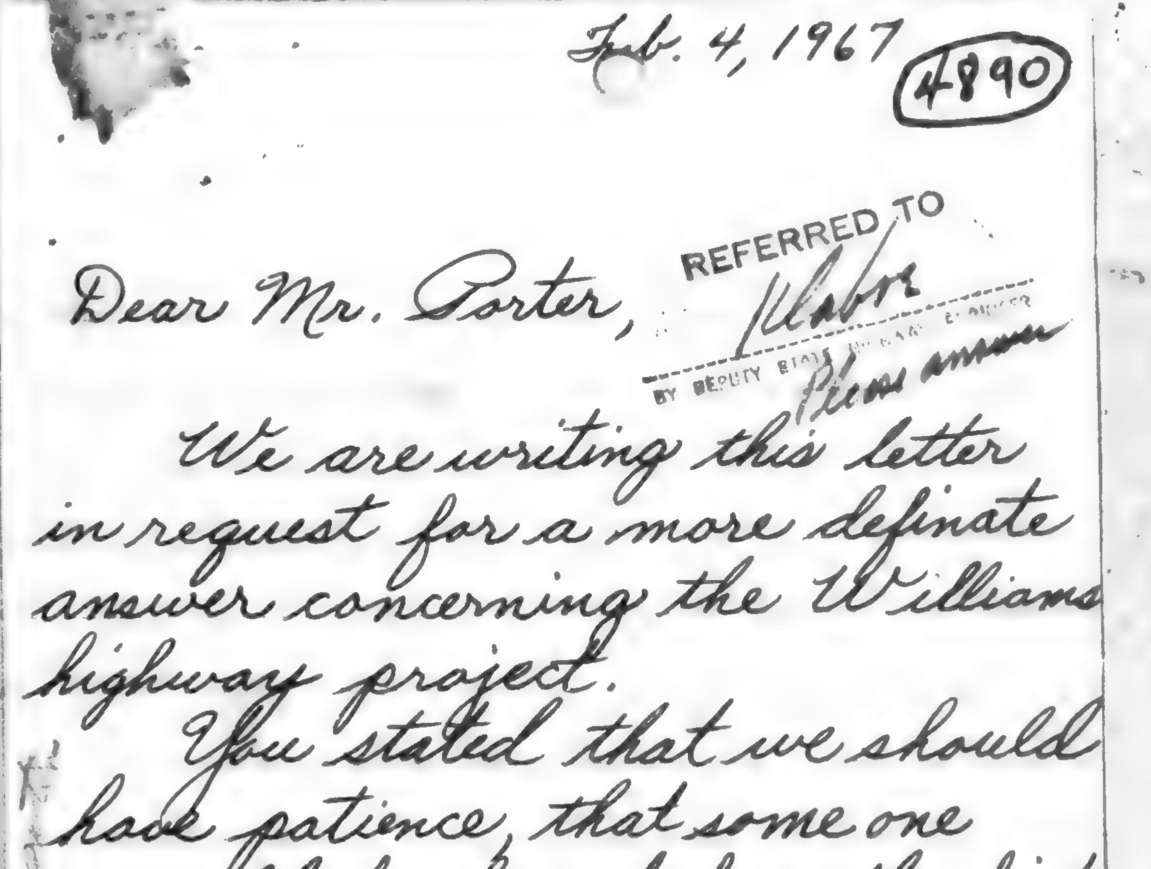
Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
D. H. Moehring (Enc.)

DJB:rWDW:mc srb



Feb. 4, 1967 (4890)

REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

Please answer

Dear Mr. Porter,

We are writing this letter in request for a more definate answer concerning the Williams highway project.

You stated that we should have patience, that some one would be here before the first of last year. Your local office stated some one would be in the field before the end of January.

We would like to explain why it is so important to us that we have a more precise answer at this time. Our business plans were to put in gasoline pumps and larger parking facilities to carry our trade, especially the spring and summer trade which will soon be here. This was held up last year due to public notification of highway funds being approved. We feel that not making the proper changes has affected the progress of our business. We do not feel we should wait another season before going ahead with our plans.

If there is any chance at all that the highway change will not go into effect this year, than we feel it is only fair that we are told more definately when it is to take place.

I believe your office must have

in mind some definate plans for the work that is to be done during the next few months. Either this road is in the plans or it isnt. We feel as business people it is our right to know something more definate when our livelyhood depends upon it. We feel we cannot afford to loose the summer trade again this year due to not expanding our facilities. Neither do we feel we should take steps that would cost us more money than it would profit us.

If someone was to have seen us around the first of the year than surely your plans are quite well decided at this time.

So many times a highway

project has been delayed for several years which was to have been done immediatly.

Surely you can understand our feelings on this matter.

Will await your reply.

Sincereley

Robert J. Bergmann

B&B Market
2521 Williams Hwy.
Grants Pass, Oregon.

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FEB 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 3 - 1966

FOR FILING

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R/W
Sec

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~~16~~ 67

September 30, 1966

1079

Mr. and Mrs. Robert Bergman
B & B Market
2521 Williams Highway
Grants Pass, Oregon

Dear Mr. and Mrs. Bergman:

Referring to your letter of September 23 concerning construction south of Grants Pass on the Williams Highway, we are unable to say when construction will begin. We have been working on a survey south to the Golf Club Road, but office work is incomplete and we are not yet ready to start negotiations for right-of-way.

It is hoped that right-of-way negotiations can be started later this year and we request that you bear with us until then. In the meantime, we suggest that you contact the Resident Engineer, Mr. G. E. Roberts, at the highway office in north Grants Pass for the latest available information.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler
G. E. Roberts (Enc.)

9-23-66

Klaboe

Forrest Cooper
Oregon State Highway Commission
Salem, Oregon

RECEIVED
SEP 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

1151
SEP 26 66

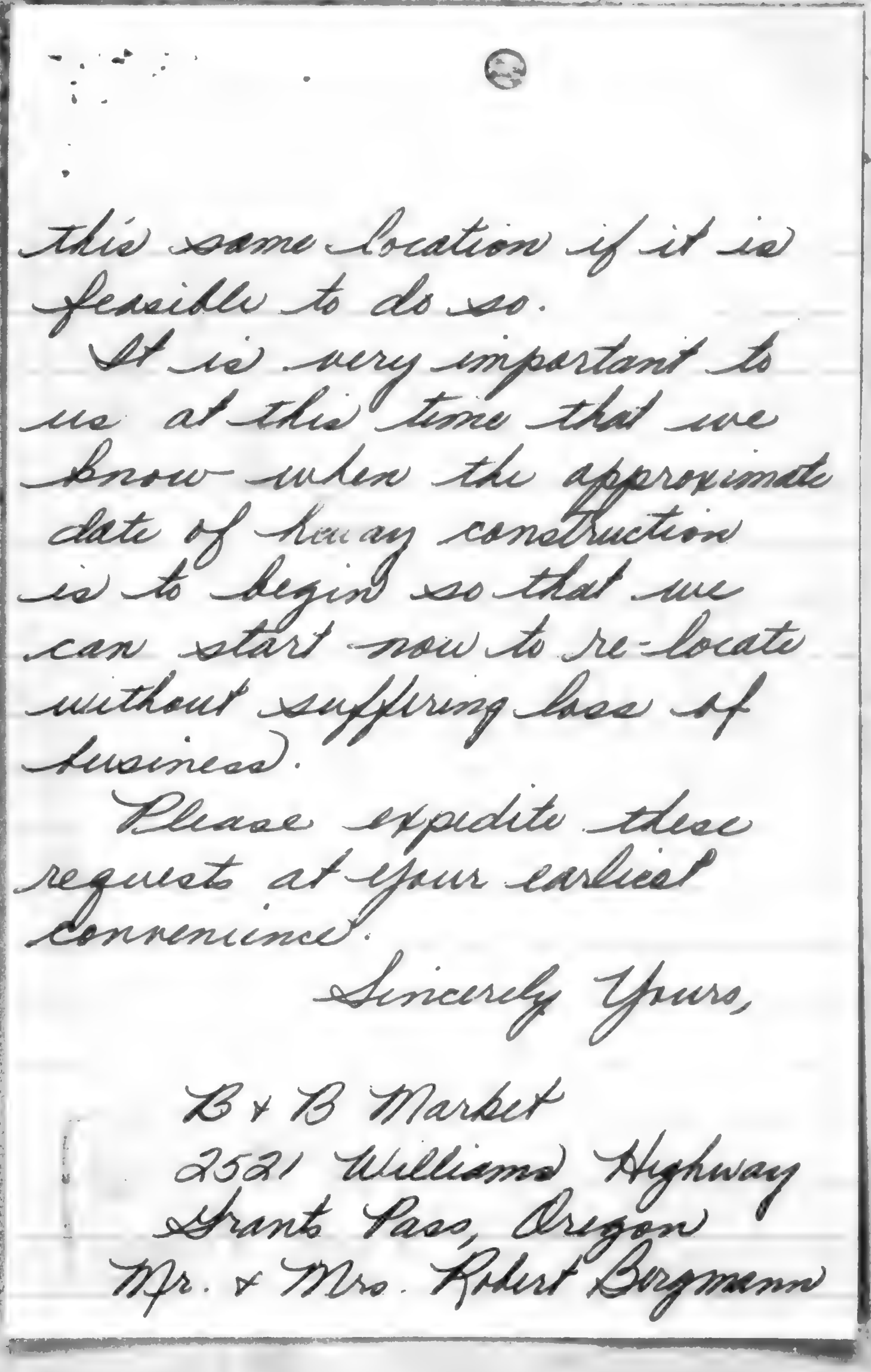
Dear Sir:

We are requesting information on the construction of the new Williams Highway.

We have a business located on the Williams Highway at the Newhope Jct.

We were approached some time ago by one of your State Highway Dept. Representatives and he informed us that the business building will be taken.

We realize your obligation to send a State appraiser with maps and information in order to help us re-locate this business building at



this same location if it is feasible to do so.

It is very important to us at this time that we know when the approximate date of hiway construction is to begin so that we can start now to re-locate without suffering loss of business.

Please expedite these requests at your earliest convenience.

Sincerely Yours,

B + B Market
2521 Williams Highway
Grants Pass, Oregon
Mr. + Mrs. Robert Borgmann

RECEIVED
AUG 24 1966

FOR FILING
Const
R/w
Sec

August 11, 1966

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon

agenda
3 l--1
7-14-66

Gentlemen:

On August 4 we forwarded to you "Survey Resolution No. 313" adopted by the Oregon State Highway Commission on July 14, 1966, concerning improvement on the Grants Pass-Country Club Road Section of the Williams Highway.

It has now been discovered that this resolution is in error. Attached is a corrected resolution. Please substitute the enclosed resolution for the one we previously sent to you.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Attachment

8688

RECEIVED
JUL 14 1966
FOR FILING

July 13, 1966

Mr. Ellsworth E. Anderson
3632 Williams Highway
Grants Pass, Oregon

Dear Mr. Anderson:

Referring to earlier correspondence concerning the effect upon your property by the survey on the Williams Highway between Grants Pass and Murphy, a progress report can be made at this time that so far as our planning is concerned, the interference is negligible. A sketch is enclosed.

The project has not been submitted from the field for review and, therefore, the finding remains tentative.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
R. J. Chandler (Enc.)

FORM E-30 50M 10-63 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 8, 1966

SUBJECT: Sketch Map on Anderson Property
Grants Pass-Murphy Section
Williams Secondary
Prefix 117-1479

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Attention J. E. Morelock

Pursuant to your request for information on the E. K. Anderson property on the above subject section, Mr. Glen E. Roberts, Resident Engineer, has prepared a sketch showing a proposed right of way line and a cross section which indicates the effect of our proposed work on Mr. Anderson's property. This cross section indicates that interference with this property will be negligible.

JBBoyd
J. B. BOYD
Assistant Division Engineer

JBB/cw
Enc.
cc G. E. Roberts

Routing E

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

1

Scott
Wills
Litchfield
Olson

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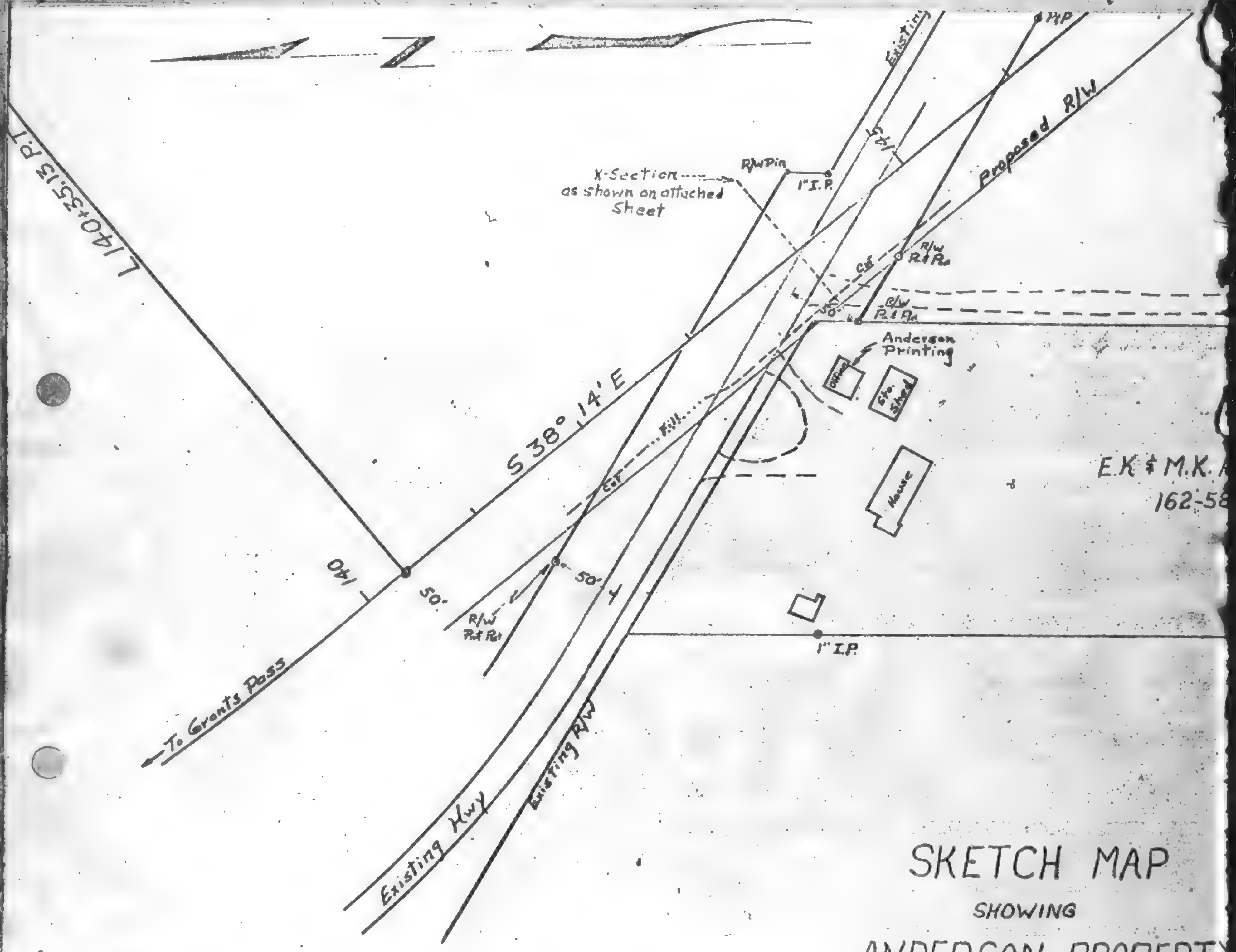
JUL 11 1966
CONSTRUCTION
DIVISION



SKETCH MAP

SHOWING

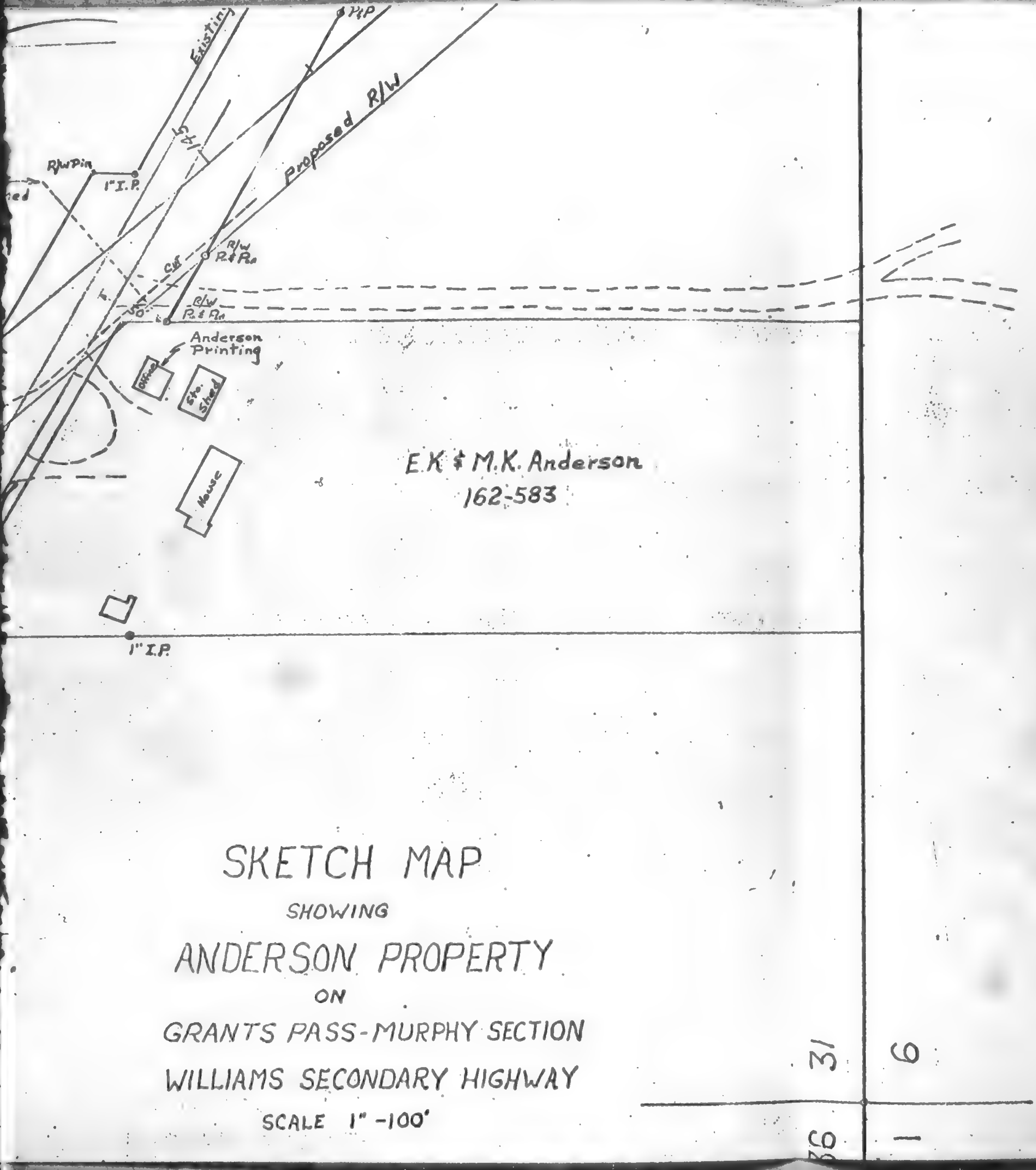
ANDERSON PROPERT

ON

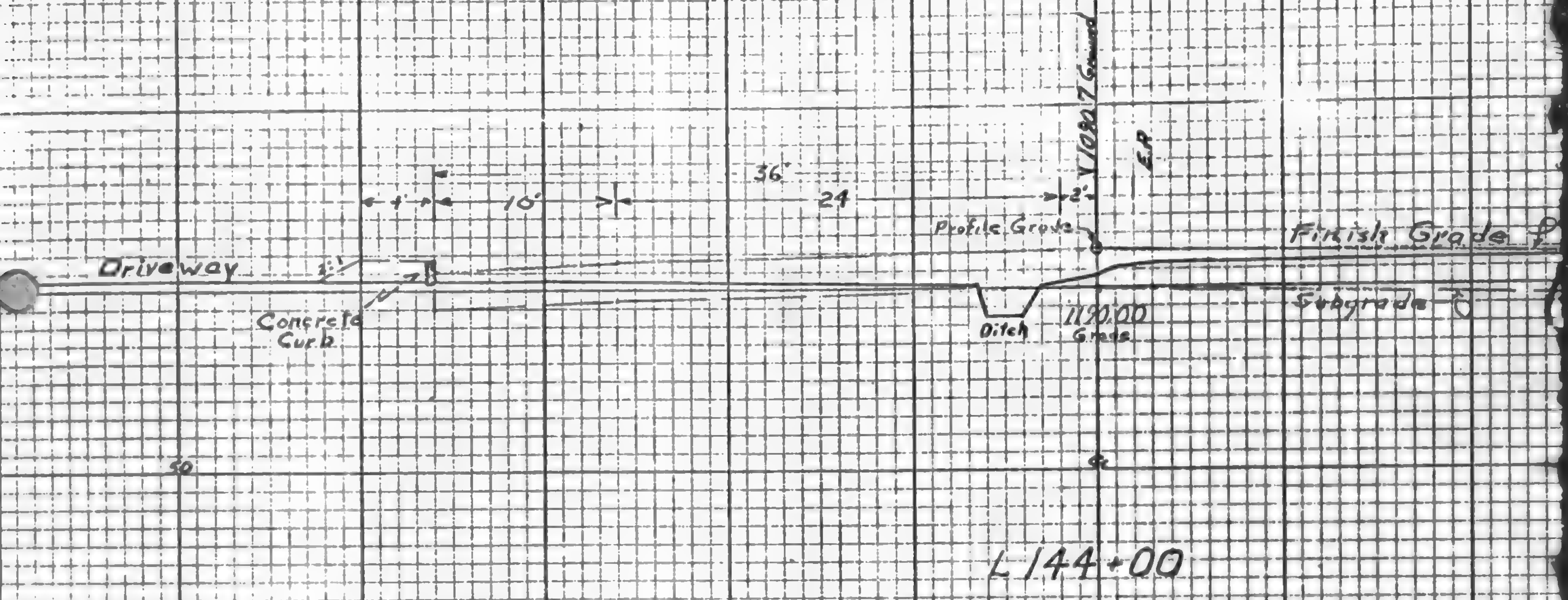
GRANTS PASS-MURPHY SECT

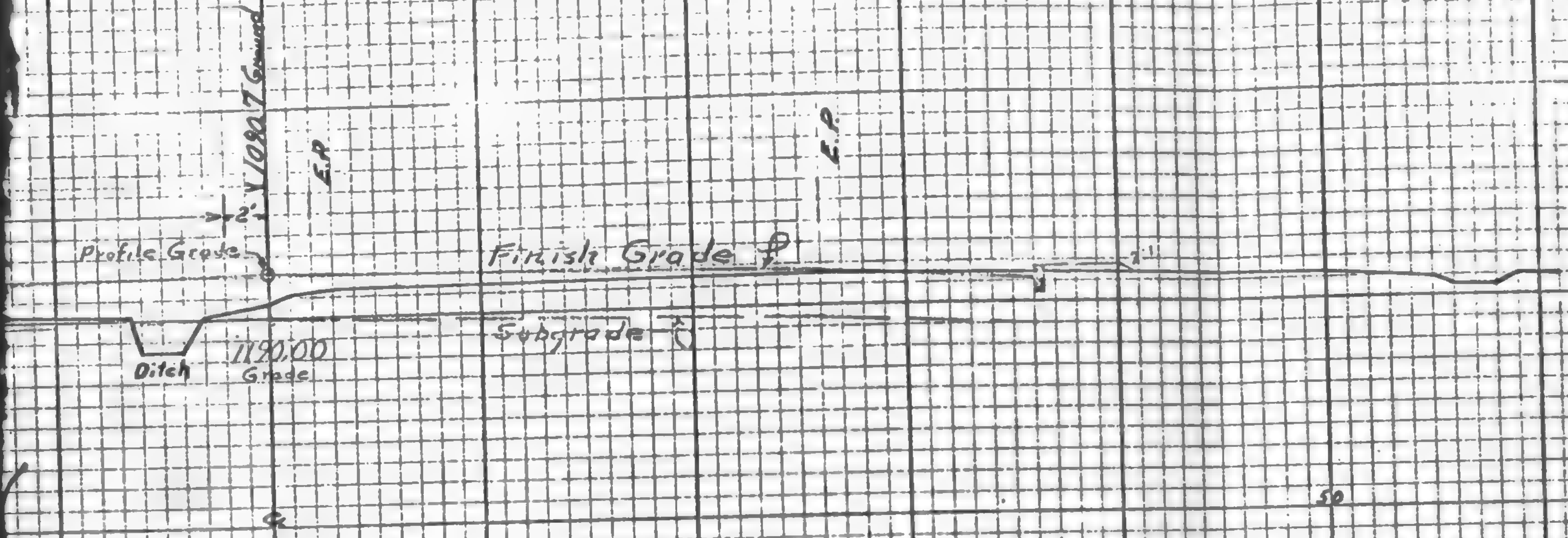
WILLIAMS SECONDARY HIGHW

SCALE 1" -100'



SKETCH MAP
SHOWING
ANDERSON PROPERTY
ON
GRANTS PASS-MURPHY SECTION
WILLIAMS SECONDARY HIGHWAY
SCALE 1" -100'


1080.7 Ground
E.P.
36'
4'
10'
24
2'
Profile Grade
Finish Grade ℄
Driveway
1:1
Concrete Curb
Ditch
1190.00 Grade
Subgrade ℄
50
℄
L 144+00


Y 1080.7 Ground
E.P
E.P
2'
Profile Grade
Finish Grade ℄
1'
Subgrade ℄
Ditch
1190.00
Grade
℄
50

L 144+00

RECEIVED
JUN 22 1966
FOR FILING

Const
R/W
Sec

June 21, 1966

OREGON STATE HIGHWAY COMMISSION

Gentlemen:

A survey has been undertaken on the Grants Pass-Country Club Road Section of the Williams Highway in Josephine County. A public hearing on this section was not required. The length of the section is 2.95 miles and I am attaching a map for your information.

The proposed work is for the construction of a four-lane section following the existing highway with minor changes in alignment; however, it is proposed to acquire right-of-way only at this time.

The estimated construction and right-of-way costs are $1,400,000 and $125,000, respectively, for a total estimated cost of $1,525,000.

Your approval of the survey and authority to purchase the necessary rights-of-way is requested, with construction to take place when funds become available.

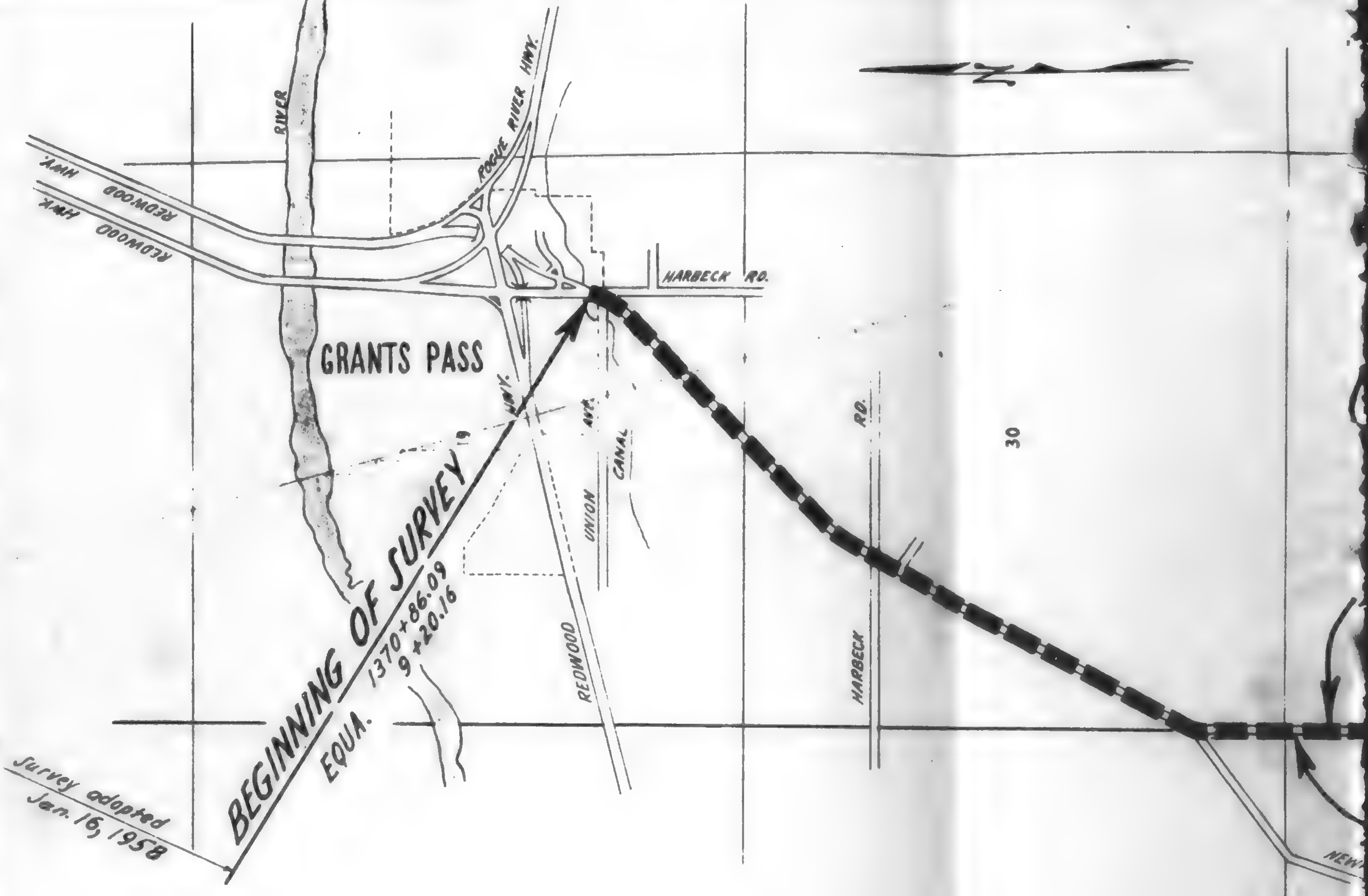
This matter will be on the agenda for your July 14, 1966 meeting.

Very truly yours,

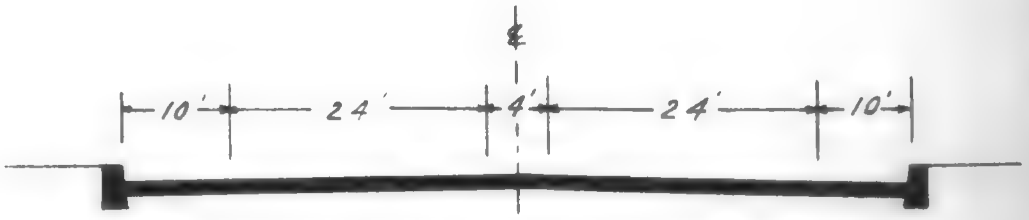
Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
[illegible]
C. E. [illegible]
L. R. Chandler



Survey adopted Jan. 16, 1958



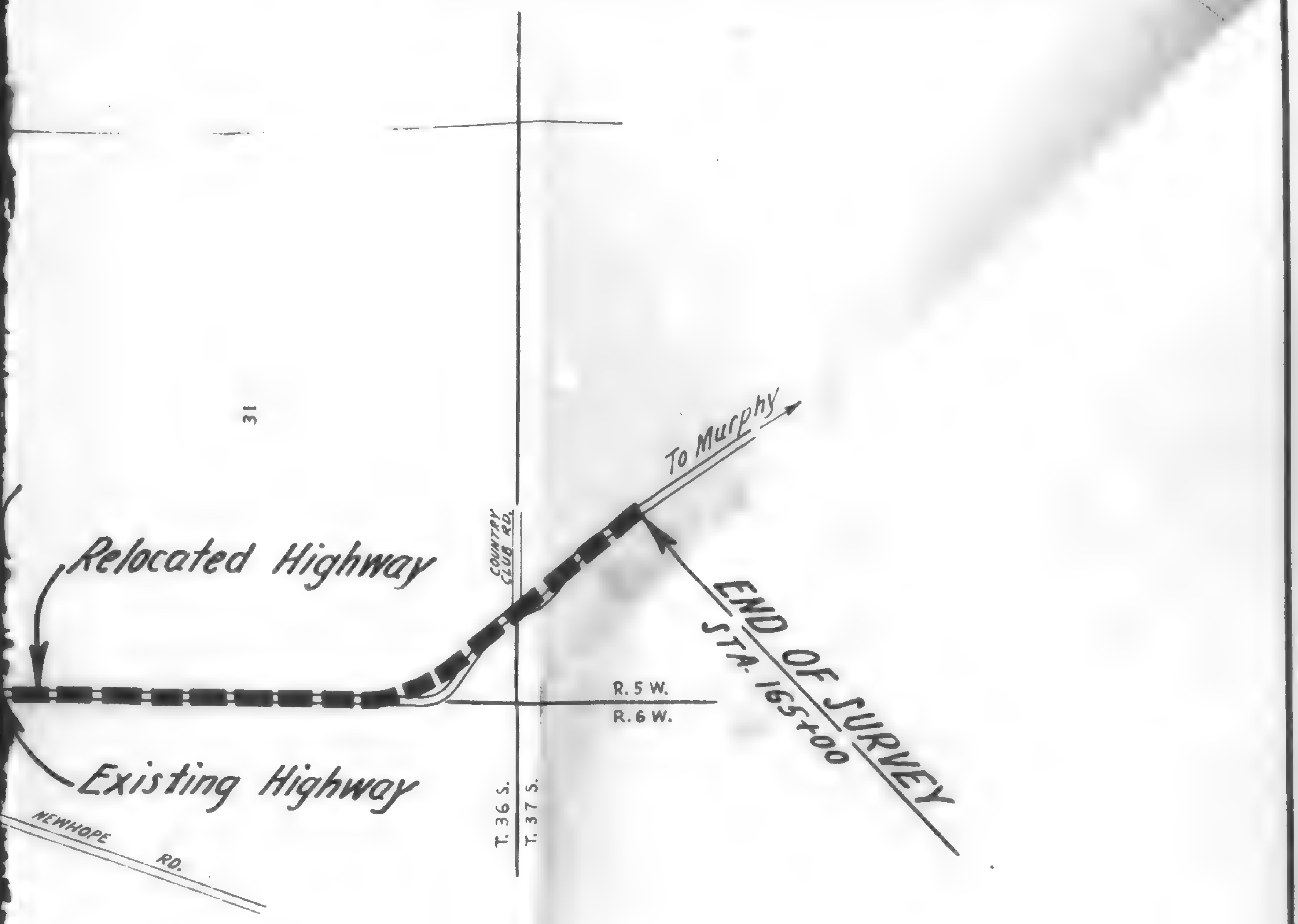
TYPICAL SECTION

PUBLIC HEAR
SYSTEM ACTI
CO
ST
BU
THROUGHWA
ACCESS CO

APPROV

2.95 MILES

DRG. NO.



LIC HEARING .... None Required
TEM ACTION
COUNTY .... None Required
STATE HIGHWAY COMMISSION .... None Required
BUREAU OF PUBLIC ROADS .... None Required
OUGHWAY RESOLUTION ADOPTED .... None Required
ESS CONTROL .... Limited

PROVED: JUN 20 1966

ORIGINAL SIGNED
R. L. PORTER
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

GRANTS PASS-COUNTRY CLUB RD. SEC.

WILLIAMS HIGHWAY

JOSEPHINE COUNTY

DRG. NO. 1R-4-212

SCALE: 1"=1,600' | DATE: May, 1966

FOR DETAILS SEE DRG. NO.
7B-16-17

9688

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RECEIVED
MAY 9 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 6, 1966

Josephine Board of County
Commissioners
County Courthouse
Grants Pass, Oregon

NOTED
R. L. PORTER

Gentlemen:

This will acknowledge the resolution that you handed to me on May 3 having to do with highway matters in Josephine County.

I note your priority for improvement projects, the first being the Applegate River-Hayes Hill Section of the Redwood Highway. This section is in need of improvement and will be given consideration by the Highway Commission when programs are being formulated.

Your second priority is southerly of Grants Pass on the Williams Secondary. This section is also in need of improvement and surveys are now in progress. The Highway Commission has indicated that it will give consideration to advancing the project to the right-of-way stage as funds are available.

As I told you at our meeting, we will make a study of routes in the southeasterly Grants Pass area and will confer with you at a later date.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc: R. L. Porter ✓
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. R. Chandler

cc: Commissioners

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF THE STATE OF OREGON FOR THE COUNTY OF JOSEPHINE

In the Matter of Josephine County's)
Recommendation for Inclusion in the)
Redwood Empire Association's Master Schedule)
of Official Highway Recommendations for)
1967-1968)

RESOLUTION

NOTED
R. L. PORTER

WHEREAS, Highway 199, known as the REDWOOD HIGHWAY, is very important to the overall economy of Josephine County for the movement of goods, persons and materials, consisting primarily of timber, tourists and agriculture, between this county and the coast of both California and Oregon and with increased vehicular movement, it is of utmost importance that this Highway be brought to modern highway standards in order than an uninterrupted flow of traffic be maintained at all times, and

WHEREAS, this travel has increased from year to year and portions of the Highway are hazardous and in need of re-alignment and widening, and

WHEREAS, the highway bridges located between the Applegate River and the foot of Hayes Hill have already been widened and the Wilderville curve is dangerous, several serious accidents having taken place at that portion of the Highway, and

WHEREAS, traffic on State Secondary 238 between Grants Pass and Murphy has increased a considerable amount in the past few years, and

WHEREAS, Josephine County is securing rights-of-way on Agness Avenue with a railroad overpass to be constructed which will result in traffic flowing through that area, and having in mind that a bridge over Rogue River might be needed to serve the vehicular movement in this area,

NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners of Josephine County adopt as a project to receive first consideration and do hereby recommend to the State Highway Commission that they improve the section between the Applegate River and Hayes Hill on Highway 199, and, secondly, that section of highway on Highway 238 from Grants Pass to Murphy known as Williams Secondary and in addition make an Economic and Engineering Feasibility Study on highways and bridges in this area including that portion of the Old Highway 99 known as "Miracle Mile" having in mind the ultimate solution to local traffic needs.

Dated this 27th day of April, 1966.

WHEREAS, Highway 199, known as the REDWOOD HIGHWAY, is very important to the overall economy of Josephine County for the movement of goods, persons and materials, consisting primarily of timber, tourists and agriculture, between this county and the coast of both California and Oregon and with increased vehicular movement, it is of utmost importance that this Highway be brought to modern highway standards in order than an uninterrupted flow of traffic be maintained at all times, and

WHEREAS, this travel has increased from year to year and portions of the Highway are hazardous and in need of re-alignment and widening, and

WHEREAS, the highway bridges located between the Applegate River and the foot of Hayes Hill have already been widened and the Wilderville curve is dangerous, several serious accidents having taken place at that portion of the Highway, and

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Dated this 27th day of April, 1966.

JOSEPHINE COUNTY BOARD OF COUNTY COMMISSIONERS

B. E. Davidson
Commissioner

L. G. McGuyn
Commissioner

Louis D. Pinquette
Commissioner

STATE OF OREGON,)
County of Josephine,) SS

I, A. Donley Barnes County Clerk and ex-officio Clerk of the ______ Court of said County and State, do hereby certify that I have carefully compared the foregoing copy of Resolution ______ with the original, and that it is a true and correct copy thereof and of the whole thereof as the same appears on file and of record in my office and in my custody.

Witness my hand and the seal of said Court affixed April 27, 1966

A Donley Barnes
Clerk

By ______
Deputy

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section GRANTS PASS - MURPHY Highway WILLIAMS (FAR 280) County JOSEPHINE

Res. Engr. G. E. Roberts Approx. Length 5.97 Miles. M.P. 0.10± to M.P. 6.

Truck A.D.T. 218 Traffic Coefficient 6.9 18 kip s.a. per day 153.0.

Annual Precipitation 35.0"± (at Grants Pass) Frost Penetration - - - - - .

---

(1)
Typical Soil

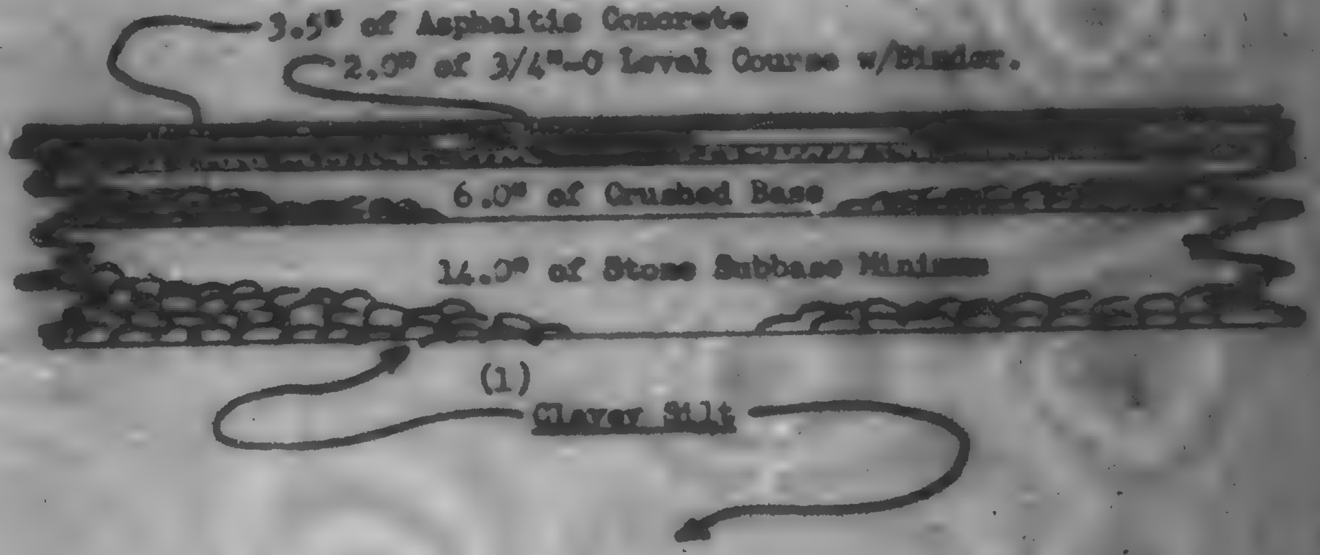
25 LL
5 PI
81 %P 10
57 %P200
19 %Gravel
9 %C Sand
14 %F Sand
%Silt
18 %Clay
17 "R" Value
([illegible])

AASHO CLASSIFICATION:

A-4 (5)

MATERIAL SOURCES:

To be determined by the Engineer.


3.5" of Asphaltic Concrete
2.0" of 3/4"-0 Level Course w/Binder.
6.0" of Crushed Base
14.0" of Stone Subbase Minimum
(1)
Clayey Silt

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

Submitted by C. J. [illegible]
for Staff Assistant

Recommended

Recommended by [illegible]
Asst Construction Engineer

Approved by

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

8698

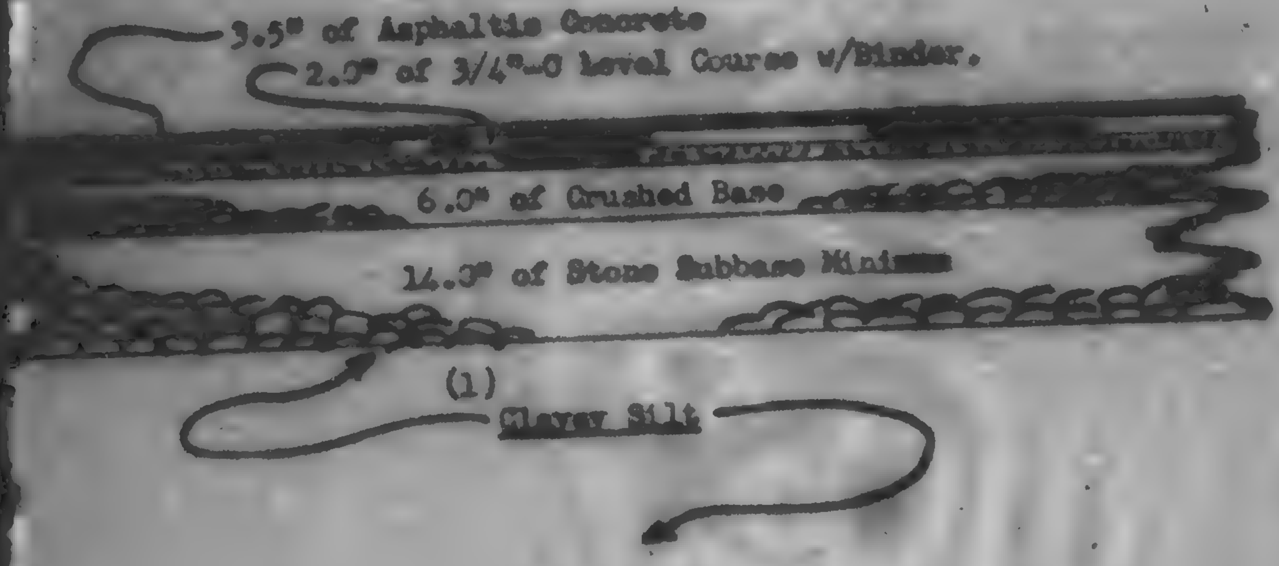
...RY Highway WILLIAMS (FAR 280) County JOSEPHINE Prefix 117-1479

Approx. Length 5.97 Miles. M.P. 0.10± to M.P. 6.07± Date 5-2-66

...raffic Coefficient 8.9 18 kip s.a. per day 153.0.

...ne2 (at Grants Pass) Frost Penetration - - - - -.

RECEIVED
MAY 19 1966
FOR FILING



3.5" of Asphaltic Concrete
2.0" of 3/4"-0 Level Course w/Binder.
6.0" of Crushed Base
14.0" of Stone Subbase Minimum
(1)
Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	2.0	2.0	Level
	6.0	6.0	Gr. Base
	11.0	14.0	Stone Subbase
26.0	26.0	25.5	

...eer

Submitted by C. J. [illegible]
Staff Assistant

Recommended by O.A. White
Engineer of Materials

Recommended by [illegible]
Asst Construction Engineer

Approved by [illegible]
~~Asst.~~ Deputy, State Highway Engineer

GRANTS PASS - MURPHY
WILLIAMS HIGHWAY
JOSEPHINE COUNTY

"OTHER ROADS"

Truck ADT	Wearing Surface	Level	Crushed Base	Minimum Stone Subbase	CBR Req.	Actual Thickness
30-90	3.5"	2.0"	6.0"	9.0" min.	22.0"	20.5"
8-30	3.0"	2.0"	6.0"	6.0" min.	19.0"	17.0"
1-8	2.0"	2.0"	6.0"	5.0" min.	16.0"	15.0"
Cars Only	2.0"	2.0"	6.0"	- - - - -	12.0"	10.0"

Should substitutions be made use the "CBR" Total Requirement Column to obtain the required thickness and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.83" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase (See Standard Specs. and Supplementals) = 0.8" Crushed Base

SECTION. GRANTS PASS - MURPHY

HIGHWAY: WILLIAMS #261

COUNTY: JOSEPHINE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ______

A. Present ADT 3000 (Total)

B. Future ADT 5700 (Total)

C. Mean ADT 4350 $\frac{A+B}{2}$

D. Design Period 20 Years

E. No. of Lanes 4 & 2

F. Percent Trucks 10 (ADT Basis) (Logging)

G. Trucks (in one direction) $\frac{F}{2}$ = 5 x (C) 4350 = 218

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 218 x (H) 100% = 218

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 8.9

SECTION: GRANTS PASS - MURPHY
HIGHWAY: WILLIAMS #261
COUNTY: JOSEPHINE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

State Construction so no cost comparison made for this project.

RECEIVED
MAR 15 1966
FOR FILING

Const.
R/W
Sec

March 15, 1966

Mr. Ellsworth K. Anderson
3632 Williams Highway
Grants Pass, Oregon

558 K

Dear Mr. Anderson:

Reference is made to your letter of March 4 concerning the possibility of your property being affected by the proposed future widening of the Williams Highway at Grants Pass.

Investigation reveals that we are in the process of making a survey to determine the necessary right-of-way for the reconstruction of this highway to four lanes. It would appear from preliminary field investigation that two of your buildings would be affected by the needed additional right-of-way, but that your home would probably be in the clear.

We cannot at this time determine the exact right-of-way taking, nor can we tell you exactly when right-of-way for this future project will be purchased. It is hoped that by June we will be able to discuss this matter with you in a detailed manner.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

VDW:mc srb

PRI NG NOVELTIES SILK SCREEN LAMI NG
ellsworth k. ANDERSONS mary k
3632 WILLIAMS HIGHWAY, GRANTS PASS, ORE. 476-5167

3019
MAR 7 66

REFERRED TO
admin
BY SECRETARY

March 4, 196~~5~~6

REFERRED TO
KLABOE
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Commission
Salem, Oregon

Gentlemen;

Our printing business is located on Williams Highway in Josephine County. This week your survey crew came through and measured our business buildings and home.

We understand that Williams Highway will be widened to four lanes-in so doing our business building will have to be destroyed.

We have been planning to enlarge with the coming of clement weather but now hesitate in view of our understanding of your plans for Williams Highway. As our entire livelihood depends on our printing business it is most important to us that we have authentic information as to the foreseeable future of Williams Highway.

Please advise as soon as possible.

REFERRED TO
Morelock
Asst. Const. Engr.

Sincerely

Ellsworth K. Anderson

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 9 1966
CONSTRUCTION
DIVISION

RECEIVED
MAR 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 1966
OREGON
STATE HIGHWAY COMMISSION

8698

RECEIVED
FEB 8 - 1966

FOR FILING

8

Cross Referenced To:

February 7, 1966

Murphy Parent-Teacher Association
Box 4
Murphy, Oregon

Attention: Mrs. Ruth Roundtree

Ladies and Gentlemen:

The State Highway Commission has asked that I reply to your letter of January 11 in which you request rebuilding of the Williams Secondary Highway.

This highway, in common with many hundreds of miles of other highways in the state, was originally a county road which was incorporated into the state system many years ago. Some years back, the road was upgraded somewhat from its original condition between Grants Pass and Murphy, which materially improved driving conditions on the road. While it is not a fast, modern highway, the reported accident rate is considerably below the State average. Reconstruction to modern standards of the route to which you refer would cost several million dollars which funds are not immediately available to the Commission.

Recently, the Commission recognized the need for upgrading the Williams Secondary and made a tentative allocation of funds for right-of-way acquisition which must, of course, precede construction.

The State Emergency Board of the Legislature did not grant the Commission all of the requested funds; therefore, it will be necessary to make some revisions in the projected program to stay within approved amounts. I am hopeful that some funds can be had for at least a start, such as right-of-way acquisition, on the more heavily traveled portions of the route.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fu
cc Commissioners
R. L. Porter
Victor D. Wolfe L. R. Chandler

January 11,1966

State Highway Commission
Salem, Oregon

Gentlemen:

We, the undersigned, members of the Murphy PTA, Josephine County Unit, desire to have Oregon State Highway 238 from Grants Pass to Provolt, rebuilt.

Due to the narrow, rough surface and practically non-existent shoulders, plus a number of blind curves, this road is very hazardous to both vehicle and pedestrian traffic at all times, especially during the school year. It receives very heavy use from logging and lumber trucks and other heavy vehicles, plus workers who drive to jobs in Grants Pass and Murphy. The heaviest traffic is concentrated at the same time the school busses are making their runs and children are standing or walking along the narrow shoulders.

We believe that in the interest of safety this road should receive your immediate consideration.

Sincerely,
Ruth Roundtree
Ruth Roundtree
Murphy PTA

Vickie Irvine
A. R. Irvine

Shannon McMahon
M. [illegible] Fallow
Gloria Wallace
Mrs. R. H. Ford
Eleanor M. Atkins
Alvin L Anderson
Martha Scott
Patricia Curtis
Charles T Curtis
Phyllis Brandt
Charles Brandt
Russell H Schoen
Marilyn Schoen

Lawellene Cooper
Edward Cooper
Hope Rigel
Dan L. Rigel
John S White
Mary White
Betty Johnson
Wm E. Gilmore
Ruth M. Gilmore
Shirley Yaaroma
Mrs. Carol J Reed
Mrs. Katherine Baalman

Jack E Collier
Marianna Simpson
Sharon [illegible]
Joy Nelson
Florence Rice
Joan Nifflemann
Dorothy Williams
John Schieferstein
Rita Hill.

8688

9

RECEIVED
DEC 10 1965
FOR FILING

December 10, 1965

Lincoln-Savage Jr. High PTA
8551 New Hope Road
Grants Pass, Oregon 97526

Gentlemen:

In this mornings mail we received your resolution dated November 23, 1965, urging reconstruction of Oregon Route 238 between Grants Pass and Provolt.

Copies of this letter are being forwarded to the Members of the State Highway Commission and to the State Highway Engineer for their information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gs

cc: Mr. Forrest Cooper
Commissioners

November 23, 1965

State Highway Commission
Salem, Oregon

Gentlemen:

We, the undersigned, members of the Lincoln-Savage Junior High PTA, Josephine County Unit, desire to have Oregon State Highway 238 from Grants Pass to Provolt, rebuilt.

Due to the narrow, rough surface and practically non-existent shoulders, plus a number of blind curves, this road is very hazardous to both vehicle and pedestrian traffic at all times, especially during the school year. It received very heavy use from logging and lumber trucks and other heavy vehicles, plus workers who drive to jobs in Grants Pass and Murphy. The heaviest traffic is concentrated at the same time the school busses are making their runs and children are standing or walking along the narrow shoulders.

We believe that in the interest of safety this road should receive your immediate consideration.

Nellie Dymock
Lois Brion
Clay W. Brion Jr.
Martha J. Scott
Bob Scott
Mrs. John T. Harmon
Mrs. M. E. Gunter
Mrs Harold Bleiler
Mrs. Albert E. Fay
Mark Astell
K.G. Hockerdoner
Myrna M. Morrison
Emma Von Astell
Helen Hathaway

Larry Hathaway
Bernice Benjamine
Doris Pilger
Kathys Murphy
Mrs P O Roundtree
Shirley Stanton
Leo C. Stanton
Shirley L. Fischer
Harry A. Fischer
Bette M. Brewster
Marvin L. Brewster
Glenna Stone
Ada L. Lewman
Dorothy Darneille
Lynn Stone

Marilyn Jacobs

Kathleen Hillmann

Luella Grewell

Rose Benge

Mary E Benedetti

[illegible]

Wm E. Gilmore

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DEC 1 0 1965
OREGON
STATE HIGHWAY COMMISSION

8688

RECEIVED
DEC 16 1965

J

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

December 10, 1965

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Litchfield
Olson

RECEIVED
DEC 13 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following listed location prospectuses of highway projects which were transmitted to us by your letters dated November 24, 1965 have been reviewed.

Grants Pass-Murphy Section, Williams Highway, Josephine County.

Sams Valley-Tolo Section, Gold Ray and John Day Drive Highway (FAS 925), Jackson County.

Halls Ferry School-Orville Section, South River Road - FAS 176, Marion County.

Addendum D to Location Prospectus, North Powder-Baker Section, Old Oregon Trail Highway, Baker County.

Also we are in receipt of a copy of Oregon State Game Commission's letter to you regarding these projects and concur with their approval.

NOTED
F. B. KLABOE

Sincerely,

Edw K Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission

12-14-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
L. R. Chandler (4)
A. F. Parson (2)

fp

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DEC 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 8 1965
FOR FILING

8688

8

Commissioners
Wayne E. Phillips, Baker
Chairman
[illegible], Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

December 3, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to two Letters from your department, dated November 2[illegible], 1965, and enclosing prospectuses for the following projects:

1. Grants Pass-Murphy Section, Williams Highway, Josephine County.
2. Sams Valley-Tolo Section, Gold Ray and John Day Drive Highway (FAS 925) Jackson County.
3. Halls Ferry School-Orville Section, South River Road - FAS 276, Marion County.
4. Addendum "D" to Location Prospectus, North Powder-Baker Section, Old Oregon Trail Highway, Baker County.

We have no comments regarding these projects from a wildlife standpoint, and the projects are approved.

Thank you for the opportunity of reviewing these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Operations

NOTED
F. B. KLABOE

[illegible]

cc: Director OFC

12-6-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. G. Roake
J. E. Morelock
R. D. Asbury (2)
L. R. Chandler (4)
A. F. Parson (2)

fp

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STATE HIGHWAY ENGINEER

CONSTRUCTION
DIVISION

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NOV 30 1965
FOR FILING

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11 23 65

Prefix No. 117-1479

LOCATION PROSPECTUS
GRANTS PASS-MURPHY SECTION
WILLIAMS HIGHWAY
JOSEPHINE COUNTY

HIGHWAY: Williams. State Secondary No. 261, Federal-aid Secondary No. 280.

TERMINI: The northerly terminus is at M.P. 0.10 which is the connection to Fruitdale Road in the Redwood Highway Interchange. The southerly terminus is at M.P. 6.07 which is the northerly end of the Applegate River Bridge.

LENGTH: The overall length of the project is 5.97 miles.

NARRATIVE: This will be a location survey prepared by Rural Design from aerial topographic maps to determine and delineate the amount of right of way needed for future construction so that Josephine County can establish setback lines. Reconnaissance is not necessary. Soils investigations and drainage studies will not be conducted unless they have an effect on the right of way.

CHARACTERISTICS:

	Existing ADT	Projected ADT
M.P. 0.10 to M.P. 2.81	4200	7980
M.P. 2.81 to M.P. 6.07	2000	3800

TYPICAL SECTION: The typical section used for right of way delineation will be variable as follows: From M.P. 0.10 to M.P. 2.81 - four-lane facility consisting of two 24-foot travel ways separated by a 4-foot median with 10-foot outside shoulders. From M.P. 2.81 to M.P. 6.07 - two-lane facility consisting of two 12-foot travel lanes with 10-foot shoulders.

STRUCTURES: No major structures.

ACCESS: Access control will be limited to location, width and unrestricted as to land use.

BASE DESIGN: The tentative design for construction is:

Paving	1-1/2"	Final
	3-1/2"	Immediate
Top Course Base	2 "	Leveling
Bottom Course Base	15-1/2"	Coarse Crushed
Total Depth	22-1/2"	

NOTED
FORREST COOPER

MATERIAL SOURCES: Investigations for suitable material sources will not be necessary.

UTILITIES: None affected.

AGREEMENTS: None

PARKS: None affected.

November 23, 1965
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Research Division
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

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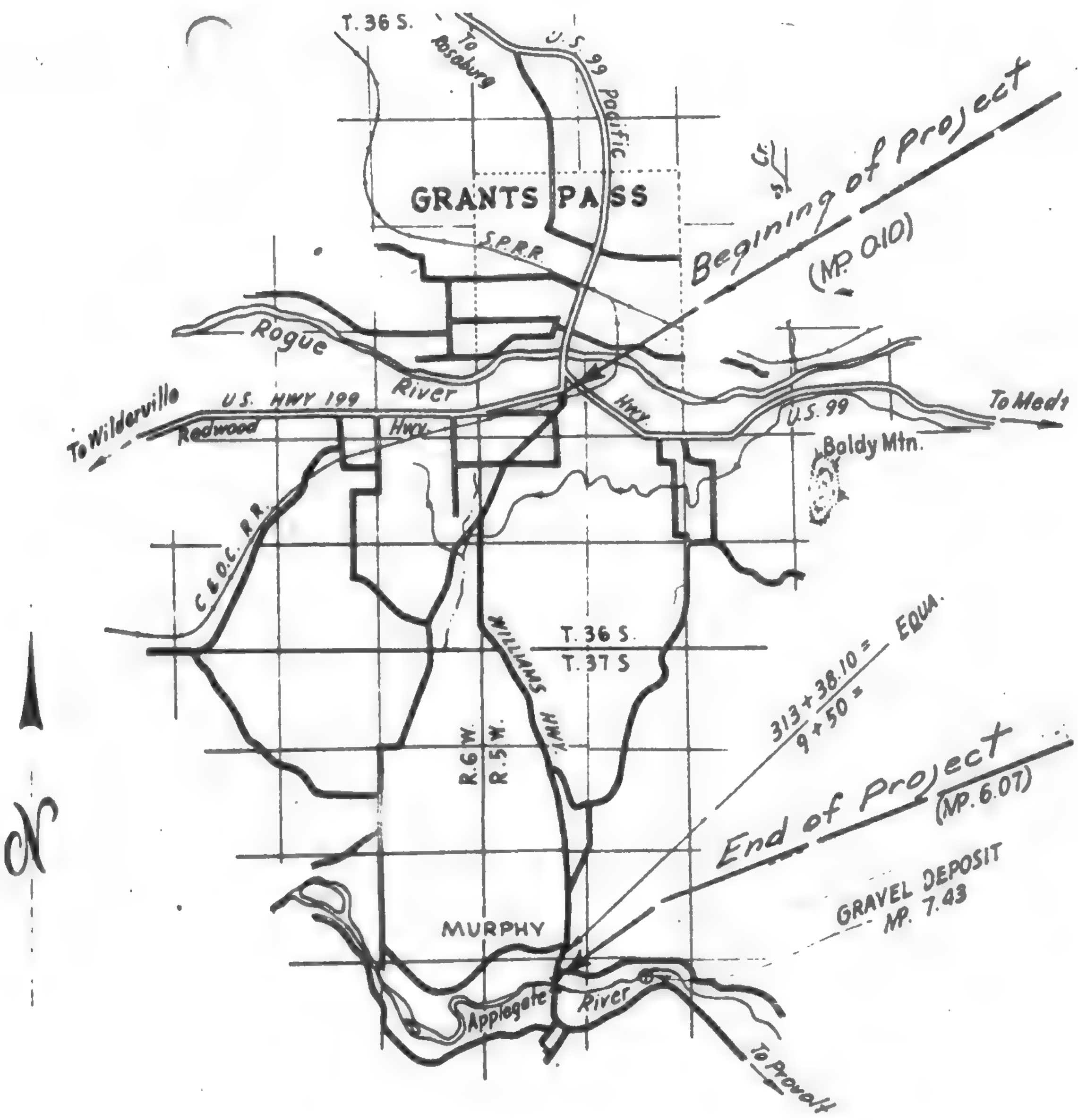
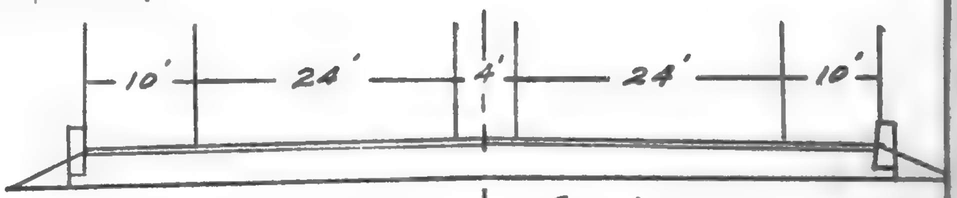
NOV 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER



Sketch Map

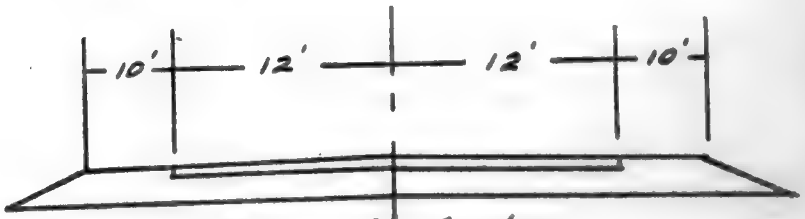


Typical | Section
Four Lane
M.P. 0.10 to M.P. 2.81

Prospectus Map
Grants Pass - Murphy Section

Williams Highway

Josephine County
1965



Typical Section
Two . Lane
M.P. 2.81 to M.P. 6.07

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NOV 1965

FORM E-30 .50M

FOR

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1965

SUBJECT: Grants Pass-Murphy

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

The estimate of $15,000 represents about half for each. That is $7,500 for mapping with 5 foot contours at 100' scale plus some spot elevations. An equal amount for projection by Rural of a complete project short of field staking and corrections.

Such a map would produce information of a greater width than is probably necessary, but should be useful for reference purposes.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
J. E. Morelock
Chief Locating Engineer

Approved 11-3-65
Klaboe
Asst. State Hwy. Engr.

cc Barber

Rmt 11-5-65

JEM:rw

To establish new R/W line so County can zone to protect us.
FBK

RE
NOV 3 1965
OFFICE
STATE HIGHWAY E

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1965

SUBJECT: Grants Pass-Murphy

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Referring to your letter on the subject of October 20, 1965 investigation develops the following information.

In 1952 a survey was made of this section following existing alignment save for reduction of some reversing curves to 10 degrees. A map was prepared and traced for almost entirely 60 feet of right of way width. The tracing is the only right of way map in our files with none purchased except a few parcels at the reversing curves and near Murphy.

The survey was followed by an equipment rental type project with a basic 24 feet of top width with an occasional additional width of 3 feet on one side or the other where existing conditions permitted.

The uncontrolled aerial contour map used for the reconnaissance report is unsuitable for definition of right of way and the 1952 data is little more than centerline and profile.

It is estimated that it would cost $15,000 for controlled aerial survey and office projection for a reasonably accurate right of way definition. It is our experience some errors develop without further field survey, but the terrain is favorable for the scope which is presumed to be contemplated.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Locating Engineer

RECEIVED
OCT 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

JEM:rw

8688

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OCT 21 1965
FOR FILING

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Salem, Oregon 97310
October 20, 1965

Grants Pass-Murphy

Mr. F. D. Morgan
Construction Engineer
BUILDING

Can we designate future right-of-way requirements for four laning between Grants Pass and Country Club Road and improving the existing two lanes between Country Club Road and Murphy by aerial methods alone?

Do we have an existing right-of-way map for this section? Wasn't there some survey work done here about 15 years ago?

Please advise me.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

96

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1965

SUBJECT: Grants Pass-Murphy
Williams Highway

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

A reconnaissance investigation has been made and and estimate of cost prepared for the improvement of the Williams Highway between the Redwood Interchange and the Golf Club Road on a two-lane basis. A four-lane estimate was previously submitted in a report dated July 21, 1965, a copy of which is attached.

This improvement will provide two 12-foot travel lanes with 10-foot shoulders. A right of way width of 100 feet will be required; presently there is 60 feet. The limits of this two-lane estimate is from "A" to "B" as delineated on the attached sketch map, and the cost is as follows:

Length	2.7 miles
Grade and Pave	$600,000
Structures	10,000
Right of Way	100,000
Est. Const. Cost	$710,000

As with the four-lane investigation, widening would be symmetrical about the existing centerline between Union Avenue and New Hope Road. From New Hope Road to the Golf Club Road, the widening would be all on the easterly side. This was done because of the build up of homes on the westerly side. This estimate does not reflect any salvage of existing pavement.

W. H. Tebeau
Preliminary Studies Engineer

By Victor A. Berning
Victor A. Berning

VAB:fp
Attach.

FORM E-30 50M 2-65 SP*6479-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1965

SUBJECT: Grants Pass-Murphy
William Highway

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

A study has been made on a reconnaissance basis to determine the nature of improvement that would be involved on the Williams Highway between the Redwood Interchange and Murphy. A field observation was made with the aid of a 1"=400' aerial topographic map.

It was determined that any improvement bordering on practicability would have to be along the present facility in order to provide maximum service in the area; not enough through traffic can be developed to consider any new route. Since a definite traffic break occurred near the Golf Club Road, the estimate was separated into two parts.

Unit I (A-B) Redwood Interchange at Union Avenue - Golf Club Road: 1963 ADT is 3,600 (1983 - 7,200 ADT) which would necessitate consideration of improvement to a four-lane facility and this assumption is used as a basis for the estimate. Improvement would involve the introduction of a 72-foot street section throughout the unit; between Union Avenue and New Hope Road, widening would be symmetrical about the existing centerline and from New Hope Road to the Golf Club Road, the widening would be all on the easterly side. Channelization would be provided at major road intersections. Estimated cost for improvement is $1,220,000 for 2.7 miles of construction as follows:

Grade and Pave	$1,100,000
Structures	20,000
Right of Way	100,000
Est. Const. Cost	$1,220,000 (2.7 miles)

This improvement would require an average right of way width of 100 feet; there is presently a prevailing 60-foot width.

Unit (B-C) Golf Club Road-Murphy: 1963 ADT is 1,900 (1983 - 3,800 ADT). Improvement for this unit would involve widening with minor horizontal and vertical realignment to provide a rural two-lane roadway having 12-foot lanes and 10-foot shoulders. Estimated cost is $800,000 for 3.2 miles of construction as follows:

Grade and Pave	$730,000
Structures	- - - -
Right of Way	70,000
Est. Const. Cost	$800,000

An average right of way width of 120 feet would be required to accommodate the improvement -- right of way width on the present highway is 60 feet.

It might be pointed out that the foregoing estimates do not reflect any salvage of the existing pavement. The pavement is presently a penetration-type in poor to fair condition.

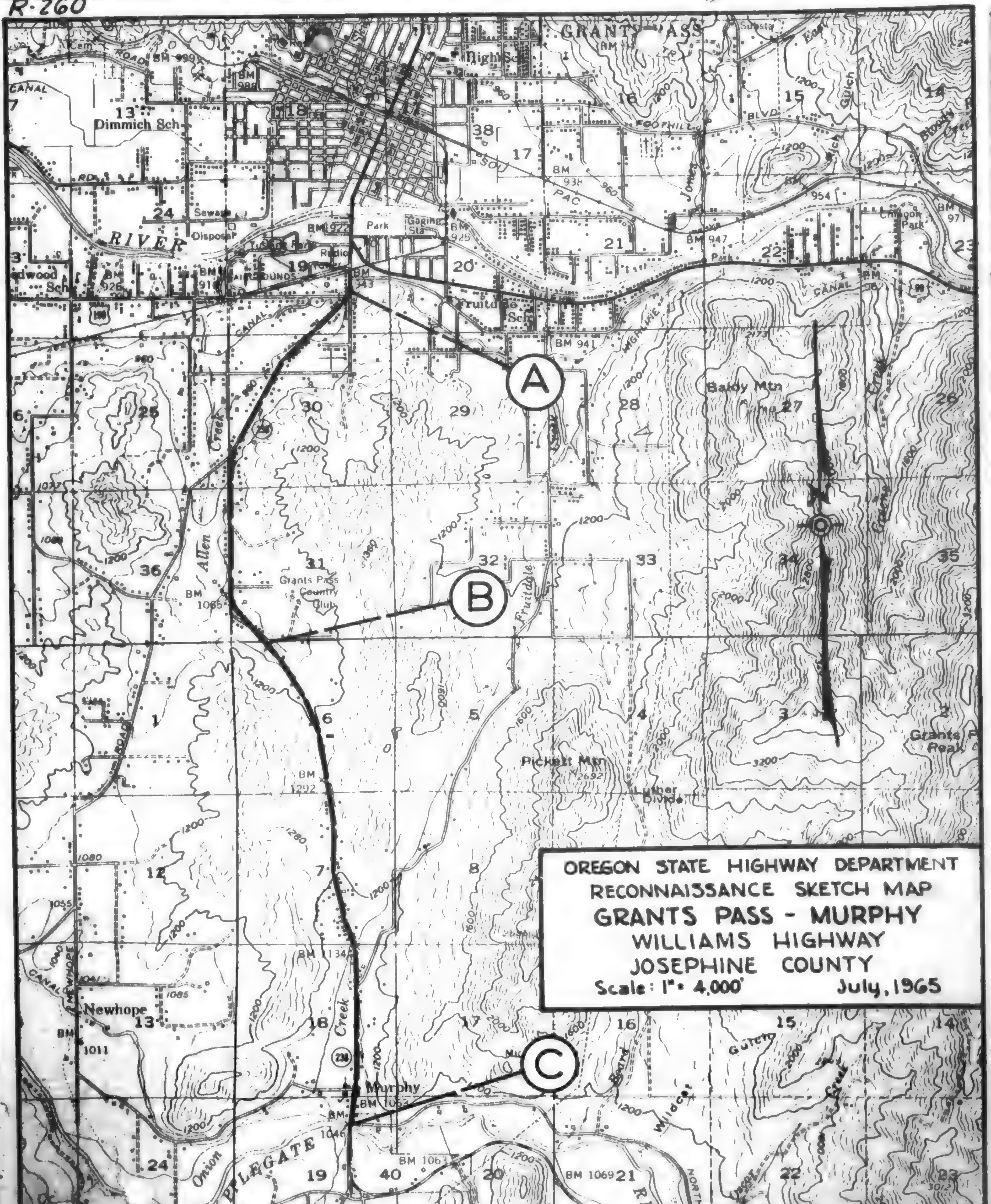
A small scale map is attached.

W. H. Tebeau

W. H. Tebeau
Reconnaissance Engineer

WHT:fp
Attach.

R-260



OREGON STATE HIGHWAY DEPARTMENT
RECONNAISSANCE SKETCH MAP

GRANTS PASS - MURPHY

WILLIAMS HIGHWAY
JOSEPHINE COUNTY

Scale: 1" = 4,000' July, 1965

INFORMATION ON WILLIAMS HIGHWAY

The road from Grants Pass to Murphy was declared to be a county road by order of the Josephine County Court dated June 1, 1910. By act of 1903, the Legislature declared that "all county roads shall be 60 feet wide", unless declared otherwise. Therefore, a valid 60 foot road was established in 1910.

The Chicago Land Plat was filed in 1924 around this county road which plat declared that all roads and streets would be 40 feet wide. The filing of the plat, however, could not change the width of the 60 foot road previously established.

Evidently surveyors have made the mistake of placing the pins marking the property boundaries based on a 40 foot width as declared in the plat.

The Grants Pass Water District was established in 1921 and construction took place in 1925 within the disputed 10 feet, therefore, these ditches have encroached upon the County, and subsequently, the state highway since that time.

This information was supplied by a search of the records by Al Brown, Right of Way Agent.

8688

RECEIVED
MAY 17 1965

May 17, 1965

Hwy
~~8-9~~
~~8-16~~
9-15

Mr. Louis D. Ringuette, Chairman
Board of County Commissioners
Josephine County
Courthouse
Grants Pass, Oregon

Dear Mr. Ringuette:

Reference is made to your letter of April 23 directed to the County-City Division requesting information on planning for the Williams Highway between Grants Pass and Murphy.

While we have no plans for improvement at this time, we will make a reconnaissance-type survey and prepare a report. It is expected that this work can be accomplished in a month or six weeks and that it will provide a basis for determination if a more detailed study is needed.

After this survey has been completed, we will contact you further.

Thank you for calling this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

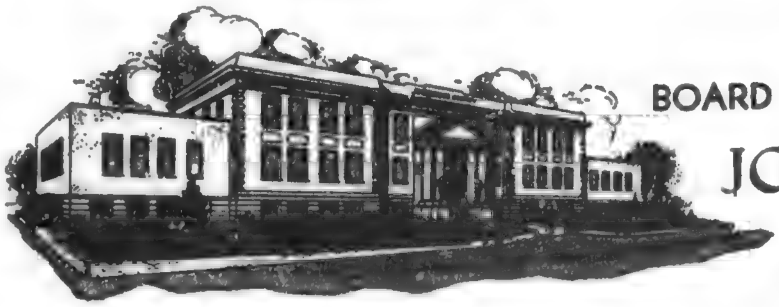
cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. H. S. Cox
Mr. L. R. Chandler

B. E. DAVIDSON
COMMISSIONER

DONALD G. McGREGOR
COMMISSIONER

LOUIS D. RINGUETTE
COMMISSIONER

NOTED
DON HARWELL



BOARD OF COUNTY COMMISSIONERS
JOSEPHINE COUNTY OREGON
COUNTY COURTHOUSE - GRANTS PASS, OREGON

April 23, 1965

RECEIVED
APR 26 1965
ENGINEER
COUNTY & CITY DIVISION

Cox

County-City Division,
403 State Highway Building,
Salem, Oregon 97310

Gentlemen:

This letter is to request the State Highway Department to make a study and a report on a portion of Williams Highway, #238, extending from Union Avenue at the Redwood interchange southerly to the junction of New Hope Road. This portion of Williams Highway was inspected by Mr. Glenn L. Clark, Division Traffic Engineer, and Mr. R. L. Lammert, District Maintenance Superintendent, early this month.

The following developments in the vicinity of the highway make it imperative that the county have a design for the future improvement of this highway:

(a) A new elementary school is to be constructed at the New Hope-Williams Highway junction.
(b) A sewer district is being proposed to serve property along this section of highway.
(c) Zoning is being proposed for the general area.
(d) Growth rate of new residential development is very rapid along this section of the highway as well as in the outlying area it serves.

One of the main hazards on this portion of highway is the absence of shoulders. The paved surface extends to the ditches on both sides of the roadway. Children walking to school or waiting for school bus pick-up have to use the paved street. With the new elementary school, in addition to the South Junior High School, more school children will be walking on the highway. All stops or parking must be done on the paved surface which interrupts the flow of traffic as well as causing a very hazardous condition.

Josephine County and the Planning Commission are requesting that a review be made of the highway to establish the right-of-way that will be needed, an estimate of future traffic volume expected, a proposal of new alignments if the highway is to be located elsewhere, a design section of highway to carry the estimated traffic, and designs for traffic control or separation at the New Hope intersection, Harbeck intersection, and the Union Avenue intersection.

The County is concerned about this portion of highway and would appreciate information on how it will be reconstructed to carry the traffic. The information will be helpful to the Planning Commission in establishing set backs from the highway; to the Road Dept. in designing county roads bringing traffic onto the highway; and, as general information to property owners abutting the highway.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By Louis D. Ringuette, Ch.
Commissioner

vra.fan

cc - Glenn L. Clark, Division Traffic Engineer
State Highway Dept., Roseburg, Oregon

R. L. Lammert, District Maintenance Superintendent
State Highway Dept., Medford, Oregon

Richard L. Templin, Josephine County Engineer
Josephine County Courthouse, Grants Pass, Oregon

8688 Grants Pass-New Hope Rd. 1978
Sec. of the Jacksonville Hwy.
(Bob Hart Insurance Co.)

7688

April 16, 1973

Mr. Bob Hart
Bob Hart Insurance
Post Office Box 1299
Grants Pass, Oregon 97526

Dear Mr. Hart:

Thank you for your letter of March 29 informing the Highway Division of the changing conditions in your neighborhood and the immediate future plans of the Grants Pass Golf Club on the Jacksonville Highway near the junction of Espey Road.

The area near Allen Creek mentioned in your letter is south of the limits of the Grants Pass-New Hope Road corridor for which public hearings have been held. The Highway Division is in the process of recommending Federal Highway Administration approval of Corridor #1 (shown in red on the attached map) as the location route which appears most feasible at this time.

The problem concerning the golf club expansion and a possible pedestrian undercrossing at Allen Creek was discussed with Mr. Stewart Orr, President of the Golf Course, in 1967. All activity on this particular area near the golf course was curtailed and the pedestrian undercrossing at Allen Creek was not pursued further at that time.

At the present time no improvements to the Jacksonville Highway near Allen Creek are planned, but we appreciate being advised of any new conditions which may require the attention of the Highway Division.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
RDH:jp jf
bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
J. H. Versteeg w/att.

BOB HART
INSURANCE
237 S.E. 'H' Street -- P.O. Box 1299
PHONE: Area 503 - 479-5521
GRANTS PASS, OREGON

March 29, 1973

RECEIVED
APR 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

During 1971 and portions of 1972, I have corresponded with you regarding changes on Highway 238, now named Jacksonville Highway, just south of Grants Pass, Oregon. I have a statement on file with your department regarding corridor hearing for the alternate of corridor one-corridor two from Grants Pass to New Hope Road.

In the immediate future Grants Pass Golf Club, which is located adjacent to Highway 238 at the junction of Espey Road, will expand an additional nine holes of golf, and will extend the course to property extending westerly to New Hope Road. The crossing of Highway 238 by golfers on foot and in golf carts will create a minor traffic hazard at this point approximately one-half mile beyond mile post 3. There appears some possibility that with a slight modification we might be able to employ a temporary underpass at the small white bridge passing over a branch of Allen Creek near this location. I am advising you of this change in our neighborhood in order that your people projecting their plans for this highway into the future may be aware of this situation and changing conditions of the Jacksonville Highway.

Very truly yours,

Bob Hart

Bob Hart

BH:sr

cc: Mr. Sid Bazett
House Office Building
Salem, Oregon 97310

cc: Mr. E. D. "Debbs" Potts
Senate Office Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 30 73
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

NOTED
A. E. JOHNSON

RECEIVED
[illegible]
LOCATION
SECTION

YOUR POLICY PUTS US TO WORK FOR YOU . . . LET US KNOW WHEN WE CAN HELP

8688
RECEIVED
OCT 21 1971
FOR FILING

October 20, 1971

Mr. Bob Hart
Bob Hart Insurance
Post Office Box 1299
Grants Pass, Oregon 97526

Dear Mr. Hart:

We have scheduled a corridor hearing for December 9 at the Josephine County Courthouse for the Grants Pass to New Hope Road Section of the Jacksonville Highway. The formal hearing will be preceded by an informational session on December 8.

As promised, we will present two corridors (please refer to the attached map). Corridor No. 1 calls for improving the existing highway to modern four-lane standards. Corridor No. 2 calls for improving Harbeck Road and then proceeding on new alignment to New Hope Road.

The State Highway Division strongly urges the acceptance of Corridor No. 1 for several reasons as enumerated in your copy of our letter of September 7 to Senator Potts. Basically, either corridor will handle the traffic loads but Corridor No. 2 has many disadvantages.

As required by new Federal regulations, we will have to prepare an environmental statement covering our proposals. This statement will be available in about one week and a copy will be forwarded directly to you at that time.

You should also know that Federal regulations require us to use the two-hearing process in this case. This first hearing, called a corridor hearing, is required before we actually make detailed surveys. Therefore, we have no information to present at this hearing concerning how much land will be taken from the various property owners. Particulars such as these are only available after detailed surveys have been made, which must follow the corridor hearing.

However, the second hearing, called a design hearing, must be held after detailed surveys have been completed. The effect of our proposal on individual properties will be discussed at that time.

If I can be of any further assistance, please advise.

Very truly yours,

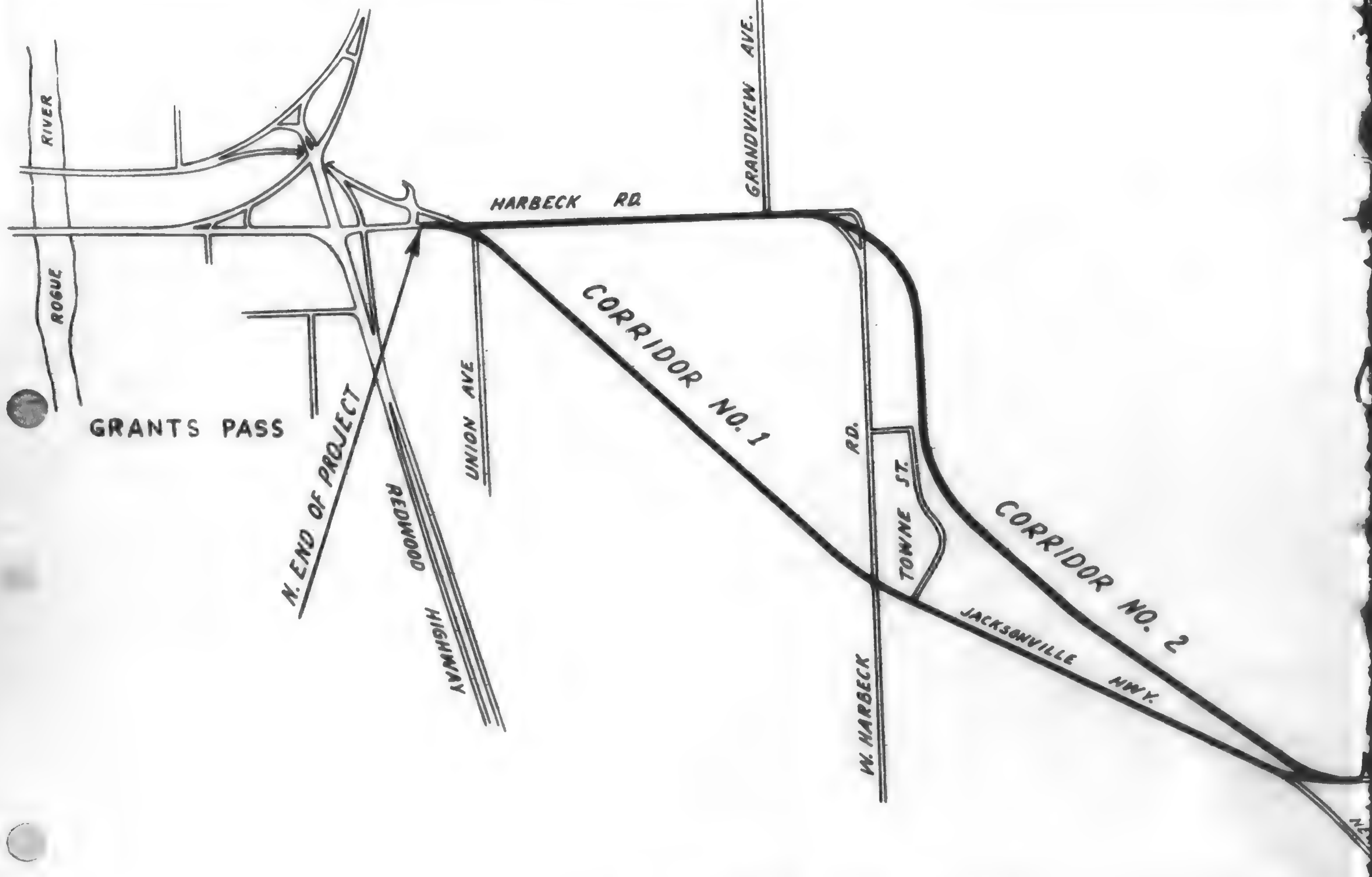
R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

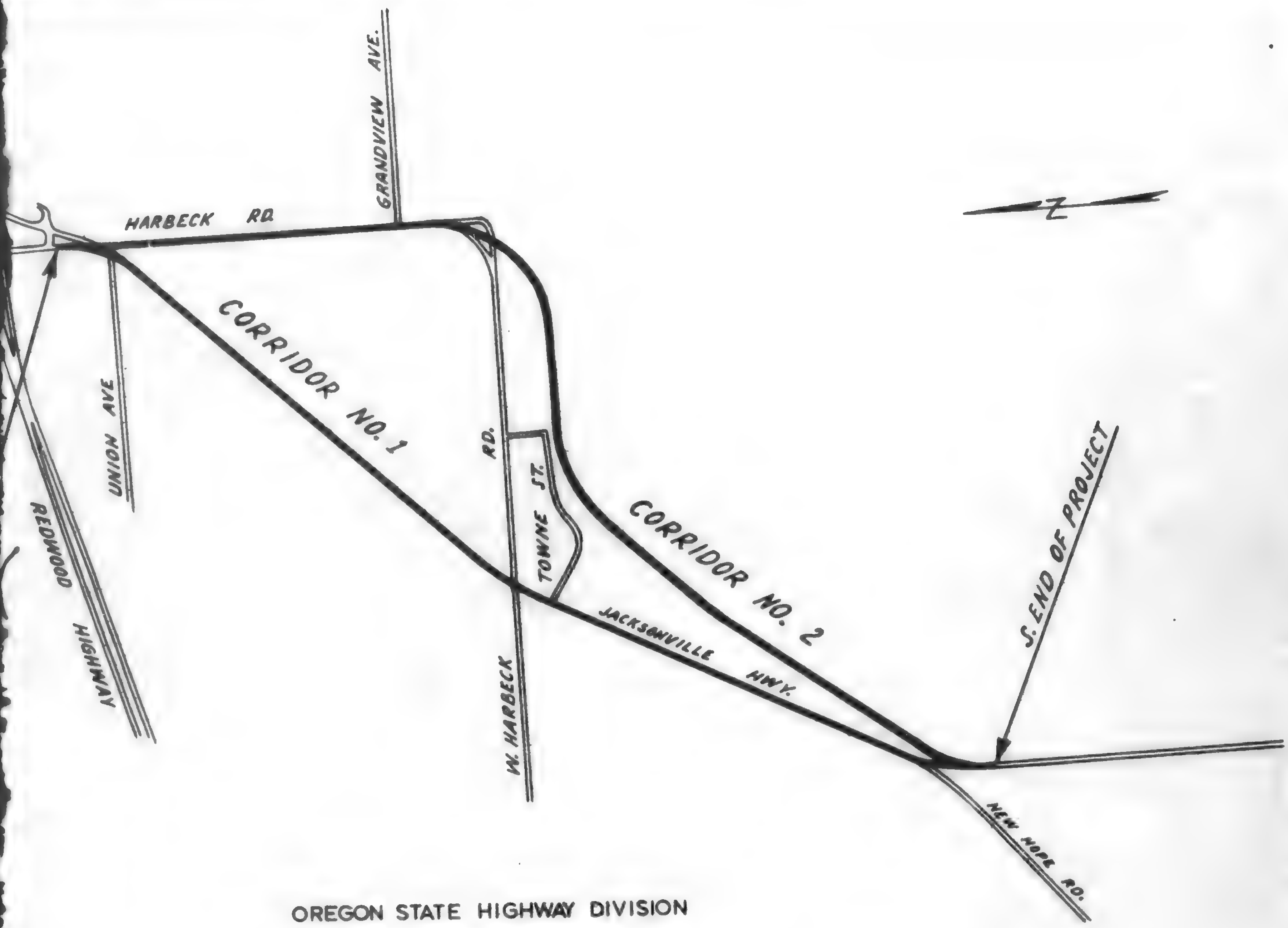
cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. L. Hall
C. T. Keasey



OREGON STATE HIGHWAY DIVISION
Corridor Hearing Map

GRANTS PASS - NEW HOPE RD. SECTIO

JACKSONVILLE HIGHWAY
JOSEPHINE COUNTY



OREGON STATE HIGHWAY DIVISION

Corridor Hearing Map

RANTS PASS - NEW HOPE RD. SECTION

JACKSONVILLE HIGHWAY

JOSEPHINE COUNTY

BOB HART
INSURANCE

237 S.E. 'H' Street -- P.O. Box 1299 PHONE: Area 503 - 479-5521
GRANTS PASS, OREGON

October 15, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Divisbn
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

It is my impression that the Highway Department will hold a hearing some day in November, 1971 with regard to the widening and alignment of Jacksonville Highway #238 between Grants Pass, Oregon and Espey Road about 3 miles south. I attach a copy of a letter which was published May 26, 1971 in the Grants Pass Courier in 'Letters to the Editor' Department. In this letter I attempted in a small way to anticipate objections and to provide for answers in such a way that perhaps some effort toward education of the highway user might result.

At your next meeting or hearing I intend to participate and I will have a formal statement to offer in support of your efforts to improve the safety and the convenience of the Jacksonville Highway. It would be very helpful if I had some knowledge of the plan that you would ultimately employ and also if you could share with me some of the results of your studies, I may be able to help. What I have in mind is to draw up a sheet of questions and the answers that will best serve our joint interest in improving this road and distribute these to those persons who come to the meeting or to the hearing. The hoped for result might be that we could cut in half the amount of time necessary to answer the same question over and over again.

There is no way that I know of that we can correct the alignment and widen this road and keep the good will of every property owner on both sides of the road. Hopefully those of us who believe that the greatest good for the greatest number should prevail may be able to lend enough support to the end that your best plan will be accepted. I would like to make clear that I am not asking you to join me in a lobbying effort but only to share with me information which ultimately might help us both. Thanks for your help.

Very truly yours,

BOB HART INSURANCE

Bob Hart

RECEIVED
OCT 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BH:sr
encl.

YOUR POLICY PUTS US TO WORK FOR YOU . . . LET US KNOW WHEN WE CAN HELP

HIGHWAY NEED

Dear Sir,

Once more the time has come when the patrons of Highway 238, Williams Secondary Highway, will have an opportunity to advise the Oregon State Highway Department of their wishes regarding highway improvement. This time it appears that the Highway Department and our elected representatives will put it on a do it now or forget it basis. An examination of the Grants Pass area reveals that directly south is the only area not served by a good approach market road. Merlin had the problem but the County Road Department is curing that now. South of Grants Pass traffic from Applegate, Williams, Missouri Flat and Murphy provide a huge market area served by a narrow, dangerous, rough secondary highway. The road needs improvement.

Let us lay to rest some of the questions that come up like bad seeds. "The Harbeck Road approach over the mountain through the undeveloped county park." Has this been studied? The answer is yes, it has been studied. The road could be built there, but 80 per cent of the traffic on this road has turned off or arrived at its destination by the time it gets to the golf course area or Espey Road. The new road if constructed on the Harbeck line would only carry 20 per cent of the traffic that goes beyond the area to be improved, to Murphy. Eighty per cent of the traffic would still be on Williams Secondary. The problem remains.

"Why do you take 40 feet from my side and only 20 feet from my neighbor" The alignment of the road, the existence of utilities and the use of the road in the years to come dictates where it must be constructed.

"Why do you build it so wide?" We are building this road to last and adequately serve the area for the next 20 years. If we continue to grow as currently, we will have a suburban area from Grants Pass to Murphy. We only want to invest in highways on a long term basis.

"Who needs wide shoulders?" Children walking home from school, farmers parking to adjust their irrigation water, the daily paper route driver, the milk man, the disabled car, school buses, kids on bicycles, all of them need occasional use of the roadside edge. (People trying to get on and off the road at driveways.)

Why do you put the acceptance of this road on such harsh terms? Take it or leave it, put it where we say or nowhere?

Highway construction is difficult enough when handled by experts, and we have no interest in doing it by neighborhood committee. Placement and alignment of the road is handled by men skilled in road work as a profession. We must put the road in the best place to serve the most users. There is strong competition for the funds to be expended. We can build roads in many other places with no hassle at all, why should we force road improvements on people who are satisfied with what they have?

I have a petition signed by 31 owners along the roadway, another with 33 signers who use the road regularly, we ask for consideration of the project once more. In the interest of time and expense I would welcome written objections presented in a reasonable manner to make a part of the file. If the objections are insurmountable we can save all of us time and money by forgetting it now and telling the Highway Commission to peddle their safety, convenience and paving someplace else.

BOB HART
[illegible] Allenwood Drive

8688

8

RECEIVED
JUN 1 - 1971

FOR FILING

May 28, 1971

Mr. Bob Hart
Bob Hart Insurance
Post Office Box 1299
Grants Pass, Oregon 97526

Dear Mr. Hart:

Thanks for the information on the Jacksonville Highway.

We will be conducting an Origin-Destination survey in the area during the week of June 7. When we have the results of this survey, we will be better able to determine the traffic desires of the road users.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. T. Keasey

BOB HART
INSURANCE

237 S.E. 'H' Street -- P.O. Box 1299
PHONE: Area 503 - 479-5521
GRANTS PASS, OREGON

May 27, 1971

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

Enclosed is a copy of a preliminary letter that we hope will bear favorably on our behalf.

Very truly yours,

Bob Hart

BOB HART

BH:sr

Fred

encl.

RECEIVED
MAY 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

YOUR POLICY PUTS US TO WORK FOR YOU . . . LET US KNOW WHEN WE CAN HELP

HIGHWAY NEED

Dear Sir,

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Why do you put the acceptance of this road on such harsh terms? Take it or leave it, put it where we say or nowhere?

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BOB HART
250 Allenwood Drive

8688 D)

RECEIVED
MAY 26 1971
FOR FILING

May 26, 1971

Mr. Bob Hart
Bob Hart Insurance
Post Office Box 1299
Grants Pass, Oregon 97526

Dear Mr. Hart:

Thank you for your letter concerning the Williams Highway (now renamed the Jacksonville Highway). Mr. Edwards and I have discussed the matter and we wholeheartedly agree that emotion-packed sessions such as the 1968 one are best avoided.

We are going to take another fresh look at the entire area including another study of alternates. This will take a little time and, when we have something concrete to talk about, we will get in touch with you.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: The Honorable E. D. "Debbs" Potts
The Honorable Sidney Bazett
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ralph Sipprell - Att.
F. L. Hall
L. H. Young
L. E. George
C. T. Keasey

BOB HART
INSURANCE
237 S.E. 'H' Street -- P.O. Box 1299 PHONE: Area 503 - 479-5521
GRANTS PASS, OREGON

May 21, 1971

Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

It has been some two or three years since I have corresponded with you regarding Highway 238, the Williams Secondary Highway south of Grants Pass, Oregon. On that occasion I had correspondence on September 18, 1968 with F. B. Klaboe, Assistant State Highway Engineer regarding Williams Secondary Highway. My correspondence with you Mr. Edwards concerned the problem at 2475 Williams Secondary Highway and the complained of conditions which were parking on the shoulders and unrestricted on and off traffic has been relieved.

Currently there is under consideration a proposal to improve Highway 238 a distance of two and one-half to three miles south from Grants Pass. I wish to express a great interest in this particular improvement and I should like to be made aware of the plan for this improvement in order that I might intelligently discuss and hopefully defend against the objections which rendered this work so futile back in 1968. What I seek to avoid is another repeat of the public hearing which developed into an emotion packed session of let's hang the Highway Commission tomorrow morning.

I have no special abilities Mr. Edwards. I am not real sure that I would understand all of the plans, but I will take time and impose on some of your people sufficient to become conversant with the ideas if you care to provide the opportunity. If you think this idea has any merit, would you let me know. Thanks for your help.

Very truly yours,

BOB HART

BH:sr

cc: Senator Debbs Potts
Representative Sid Bassett

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

answer draft

YOUR POLICY PUTS US TO WORK FOR YOU . . . LET US KNOW WHEN WE CAN HELP

8688

8

RECEIVED
AUG 4 - 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1969

To:

SUBJECT: Improvements
Vicinity of New Hope Road
Jacksonville Secondary

Mr. Tom Edwards
Assistant State Highway Engineer

Building

The installation of curbing at this location delineating points of access, which was the subject of Mr. Cooper's March 13 letter to Senator E. D. Potts and previously the subject of complaints made by Mr. Bob Hart, Jr. of Grants Pass, was completed April 11.

E. S. Hunter
Maintenance Engineer
By John W. Sheldrake
John W. Sheldrake
Maintenance Office Engineer

JWS:dkw

NOTED
TOM EDWARDS

RECEIVED
AUG 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

8688

RECEIVED
MAY 2 - 1969
FOR FILING

8

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 29, 1969

SUBJECT:

To: Mr. Tom Edwards
Asst. State Highway Engineer
SALEM

7-34

Regarding Forrest Cooper's letter of March 13, 1969 to Honorable E. D. Potts - Oregon 238 near New Hope Road.

The work outlined in Mr. Keasey's letter of February 3, 1969 regarding curbs, pavement, etc. has been completed.

Carl M. Williams
CARL M. WILLIAMS
Assistant Division Engineer

CMW/cw

Mr. Cooper info

NOTED
TOM EDWARDS

NOTED
FORREST COOPER

RECEIVED
MAY 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

8688

9

RECEIVED
APR 1 - 1969
FOR FILING

WE HAVE A NEW
PHONE NUMBER
479-5521

INSURANCE

237 S. E. "H" ST. — P. O. BOX 327 TELEPHONE GREENWOOD 6-4634
GRANTS PASS, OREGON

March 21, 1969

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon

NOTED
F.B. KLABOE

Dear Mr. Cooper:

Senator Potts, President of the Senate, has given me a copy of your letter addressed to him March 13, 1969. I appreciate your comments on the plans of the Highway Commission for the improvement of the area of Highway #238 just northerly of New Hope Road. I am very sorry that I did not assist you and the highway Commission in the matter of the improvement of Highway # 238 about 1½ years ago when you held an informal hearing. I presume that you are well aware at this time, that a petition signed by most of the property owners on both sides of the road to be affected, is on file in your office and these people have indicated to us that they will appear at any hearings requested in the event such should become necessary in the future. Thanks very much for your help.

Very truly yours,

BOB HART INSURANCE, INC.

Bob Hart

Bob Hart, Jr.

BH:cc

NOTED
FORREST COOPER

NOTED
R.L. PORTER

RECEIVED
MAR 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

3-17-69
Instructed Cammat to proceed with negotiations for curb openings and complete project as soon as weather dictates. CMW

K

March 13, 1969

The Honorable E. D. Potts
State Senator
State Capitol
Salem, Oregon 97310

Dear Senator Potts:

Reference is made to the letter to you from Mr. Bob Hart of Grants Pass concerning a problem just northerly of the New Hope-Murphy Road junction on Highway 238.

As you know, about 1 1/2 years ago, we held an informal hearing to ascertain the opinions of the residents living along this section of the Williams Highway about the advisability of four laning it. I believe that you attended this meeting which was conducted by F. B. Klaboe of my staff. The reaction was largely against the proposal and the plan was subsequently dropped.

Since that time, we have had correspondence from Mr. Hart about this particular location. As a result, we placed "No Parking" signs but apparently they have not done a lasting job of alleviating the problem. We will therefore perform a minor betterment project consisting of placing curbs and paving shoulders in this vicinity as soon as the weather moderates.

Thank you for calling this matter to our attention.

Very truly yours,

Forrest Cooper
Forrest Cooper
State Highway Engineer

MAR 17 1969

cc: R. L. Porter
Tom Edwards - Please proceed with the work outlined by Mr. Keasey in his letter of February 3, 1969, at an estimated cost of $6,000, with funds to be charged to your minor betterment account and the work to be accomplished with maintenance forces.
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
Ralph Sipprell
C. T. Keasey ✓

BUF
4-25-69

8688

9

RECEIVED
MAR 14 1969
FOR FI

March 13, 1969

The Honorable E. D. Potts
State Senator
State Capitol
Salem, Oregon 97310

Dear Senator Potts:

Reference is made to the letter to you from Mr. Bob Hart of Grants Pass concerning a problem just northerly of the New Hope-Murphy Road junction on Highway 238.

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Thank you for calling this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
MAR 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

(Potts original corres. returned)

cc: R. L. Porter
Tom Edwards –
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
Ralph Sipprell
C. T. Keasey

Please proceed with the work outlined by Mr. Keasey in his letter of February 3, 1969, at an estimated cost of $6,000, with funds to be charged to your minor betterment account and the work to be accomplished with maintenance forces.

Copy Hunter
3-17-69

FBK:srb sr

WE HAVE A NEW
PHONE NUMBER
[illegible]

INSURANCE

237 S. E. "H" ST. — P. O. BOX ~~327~~ 1299 TELEPHONE GREENWOOD 6-4634
GRANTS PASS, OREGON

February 27, 1969

R/D to Hart

Senator Debs Potts
President of Oregon Senate
Senate Office Building
Salem, Oregon

Dear Debs:

I know full well that you have other problems to occupy your mind other than Highway #238, south of Grants Pass. You will recall my efforts in the circulating of that petition which served to identify me with an effort to encourage the improvement of this highway. The people who signed the petition and those who reside on the highway that were aware of the effort, are constantly asking me if any progress has been made. I have written to you a couple of times regarding this and possibly because of your work load or because you have nothing new to report, I have had no reply. Over the past two months I have been corresponding with the State Highway Department and on one occasion with the Governors office to seek immediate improvement for a bottle neck existing just northerly of the New Hope - Murphy Rd. junction. The parking situation on highway shoulders has created an impossible hazard for traffic coming north or south and it is extremely hazardous at the time of peak load use when school buses are on the road approaching Allen Dale School. Although the Highway Department has a couple of people call on me to discuss the situation the most improvement they could make is the installation of "No Parking on Highway Shoulder" signs which are largely being ignored. They then passed the buck to the State Police as the enforcing Agency and suggested that they take care of it. With the limited number of officers and the limited budget that these people have to operate under, the hazard can not be alleviated. We are faced with the prospect of eventually some motorist coming through there and tangling with pedestrian school children or a school bus or other traffic, simply because the congestion at peak hours and the parking on the highway shoulders is permitted to exist.

I suppose there are plans for the eventual improvement of this road, but in the meantime some of our children or some of our other citizens are going to be injured or killed at this particular point on Highway #238. Would you check into this particular situation, see if anything is being planned or is being done and let me know. If nothing is being done it is time that we reached some of those people in the Highway Department and make them listen. Would you let me know? Thanks for your help.

Very truly yours,

Bob Hart, Jr.

BH:cc

YOUR POLICY PUTS US TO WORK FOR YOU . . . LET US KNOW WHEN WE CAN HELP

INSURANCE

237 S.E. 'H' Street -- P.O. Box 1299 PHONE: Area 503 - 479-5521
GRANTS PASS, OREGON

December 12, 1968

Deb Potts
754 N. E. Madrone Street
Grants Pass, Oregon

Dear Debs:

Many of my neighbors and those individuals who signed and submitted the petition to the State Highway Department, have asked me about the current status of the situation. I do have the reply from the Highway Department, Mr. F. B. Klaboe an Assistant State Highway Engineer, telling me we may as well forget it.

In my last conversation with you regarding it, you indicated that you might have some influence with the State emergency board and you might conceivably be able to get this on the Agenda for October or November. Would you let me know what your success has been up to date. If we should tie the can to the whole idea, would you let me know and I will pass the word along. Thanks for your help.

Very truly yours,

BOB HART INSURANCE, INC.

Bob Hart, Jr.

BH:cc

YOUR POLICY PUTS US TO WORK FOR YOU... LET US KNOW WHEN WE CAN HELP

8688

9

RECEIVED
FEB 14 1969
FOR FILIN

Salem, Oregon
February 13, 1969

Bob Hart Complaint
Vicinity of New Hope Road
(M.P. 1.49)
Williams Highway

Mr. C. T. Keasey
Division Engineer
State Highway Department
Roseburg, Oregon

I approve your suggested improvement on the Grants Pass-Murphy Section of the Williams Highway in the vicinity of New Hope Road. I would suggest two things:

1. That this correction be delayed until the necessary patching program is in hand, and

2. Until and unless the issue is raised again by Mr. Hart.

Also, I believe in this instance it might be well to use Type F curb, spiked on top of the patching, rather than the Type C curb.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall (enc.)
E. S. Hunter (enc.) Copy of file from 12-31-68 to date.

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

February 3, 1969

SUBJECT: Bob Hart Complaint
Vicinity of New Hope Road
MP 1.49
Williams Highway

To: Mr. Tom Edwards
Asst. State Highway Engineer
SALEM

As requested in your letter of January 23, I am forwarding herewith two copies of a sketch map showing the proposed improvement at the subject location consisting of shoulder paving and installation of type "C" curb. A preliminary cost estimate totalling $6,000 is also attached.

C T Keasey

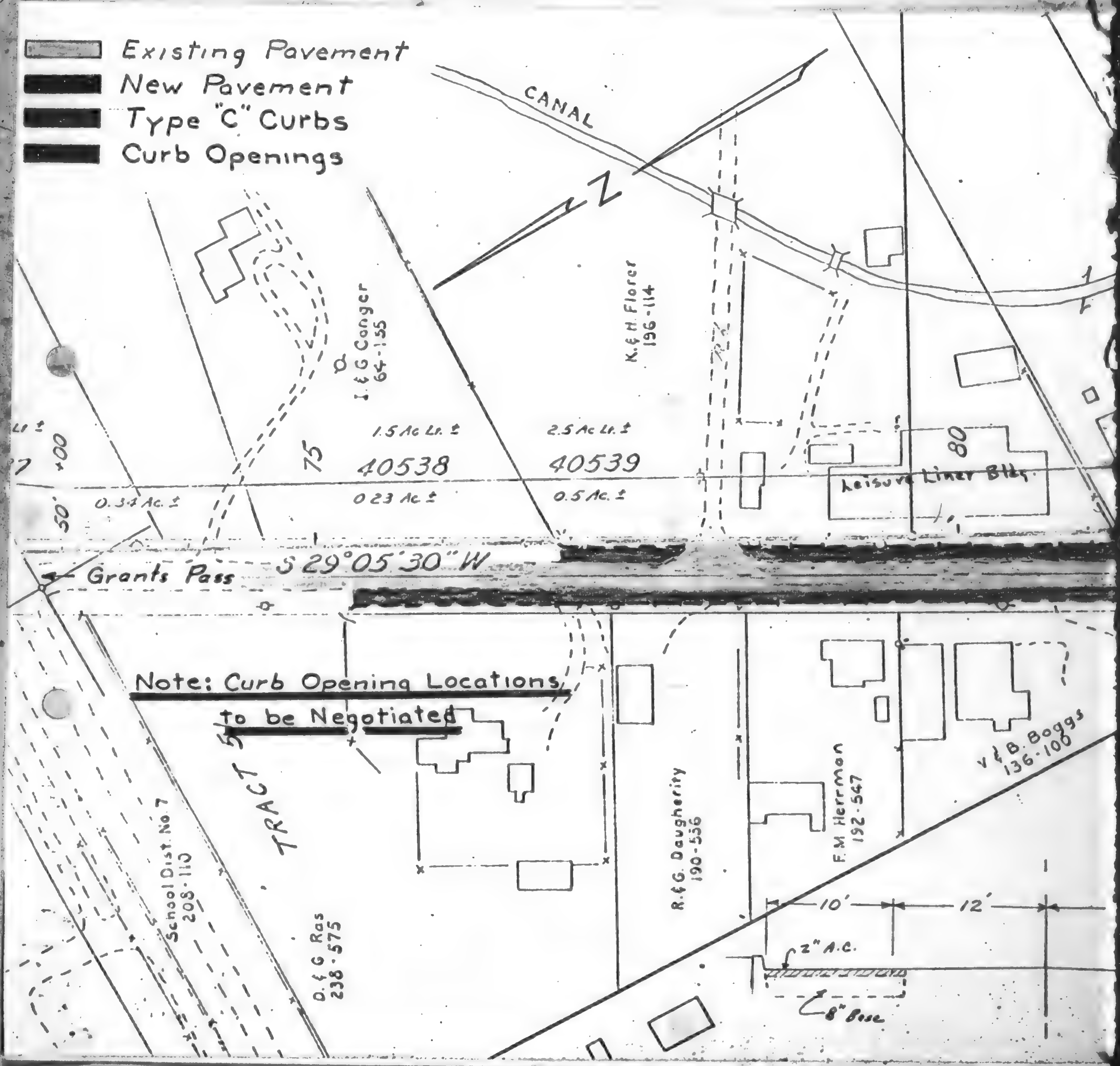
C. T. KEASEY
Division Engineer

CTK/cw
Attach.
cc R. L. Lammert

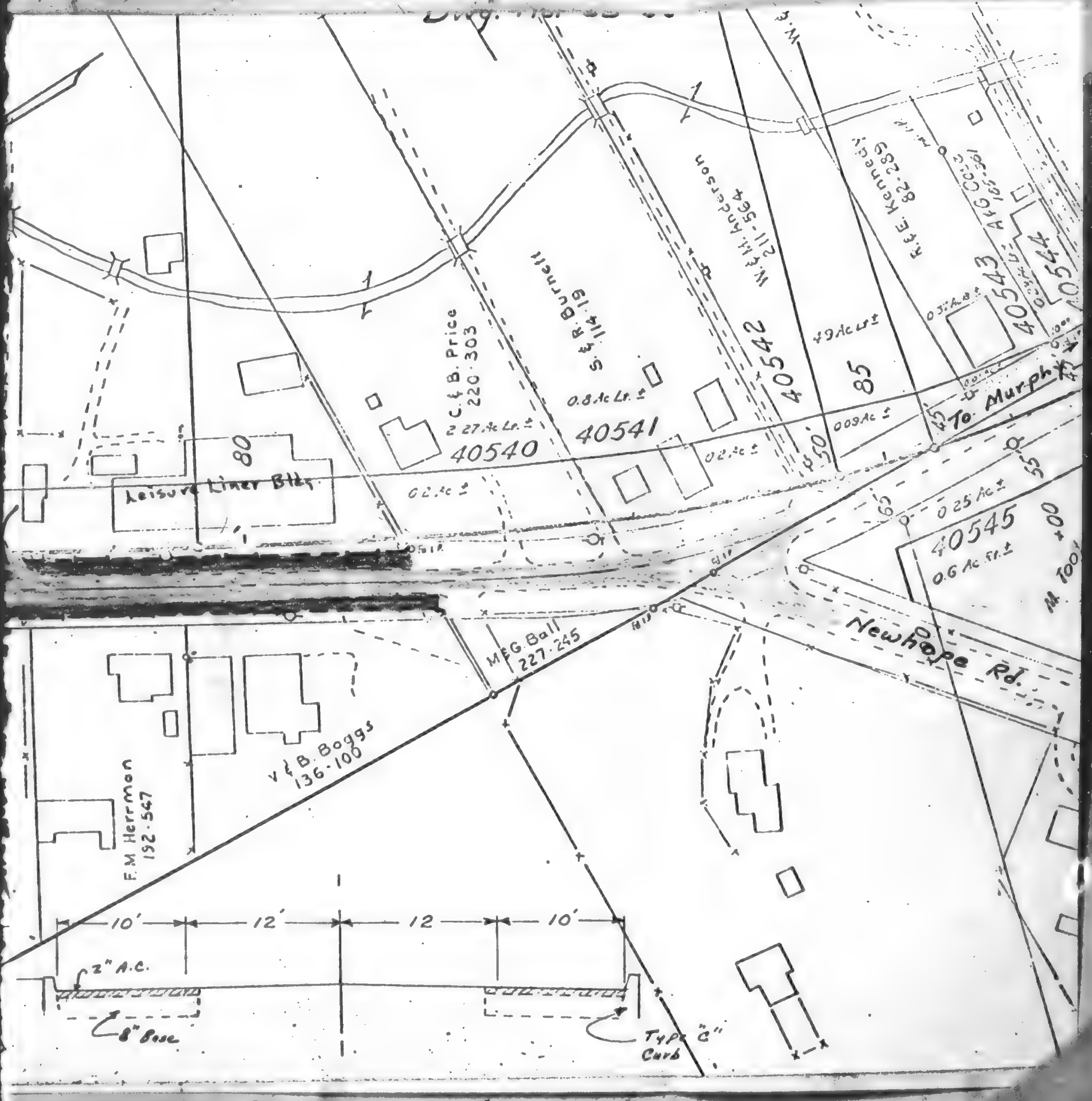
RECEIVED
FEB 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Preliminary Cost Estimate
~~M.P. 1.49~~
Curbing & Shoulders
M.P. 1.49
Williams Hwy

Item	Unit	Quantity	Unit Cost	Total Cost
Gen'l Excavation	All	All	—	$ 200.00
Base Rock	Cu. Yd.	400	4.50	1,800.00
Class "B" A.C.	Ton	175	10.00	1,750.00
Type "C" Curb	Cu. Yd.	30	75.00 ~~50.00~~	2,250.00
				$ 6,000.00



Note: Curb Opening Locations to be Negotiated


Leisure Liner Bldg.
80
85
C. & B. Price 220-303
2.27 Ac. Lt. ±
40540
S. & R. Burnett 114-19
0.8 Ac. Lt. ±
40541
W. & H. Anderson 211-564
40542
4.9 Ac. Lt. ±
R. & E. Kennedy 82-289
A & G Co.
40543
40544
0.2 Ac. ±
0.09 Ac. ±
To Murphy
50
55
65
40545
0.25 Ac. ±
0.6 Ac. Lt. ±
M 100'
Newhope Rd.
M & G. Ball 227-245
V & B. Boggs 136-100
F.M. Herrman 192-547
10'
12'
12
10'
2" A.C.
8" Base
Type "C" Curb

8698

9

RECEIVED
JAN 28 1969

Salem, Oregon
January 23, 1969

Bob Hart Complaint
Vicinity of New Hope Road
M.P. 1.49 Williams Highway

Mr. C. T. Keasey
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

With respect to Bob Hart's complaint on the Williams Highway, you will recall that we had a four-lane improvement scheduled and financed on this section, which went down the drain due to objections of the abutting property holders.

Please give me a line sketch showing the developments outlined in the penultimate paragraph of your letter of January 21, together with an estimate of cost.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 21, 1969

SUBJECT: Bob Hart Complaint
Vicinity of New Hope Road
MP 1.49
Williams Highway

To: Mr. Tom Edwards
Asst. State Highway Engineer
SALEM

We have a copy of Bob Hart's latest letter to you dated January 17 regarding his complaint on parking and uncontrolled access. To bring you up-to-date as much as possible on this matter, we submit the following:

Mr. Hart's original complaint was sent on December 31, 1968. On January 7, 1969 Glen Clark and Carl Williams called on Mr. Hart. He was told that we would reinstall two missing "No Parking" signs authorized by Commission action in 1962, also that we would contact the local State Police and ask their cooperation in enforcing the parking regulations.

At the January 7 meeting Mr. Hart displayed petitions requesting the four-laning of the Williams Highway from Grants Pass easterly. He also showed Mr. Klaboe's answer which declined to set a date for construction.

Mr. Williams had a distinct feeling at the time of this contact that the complaint was a part of a personal campaign to get the four lane construction on this section underway.

This problem near the New Hope Road is not new. On one side of the road is the Leisure Liner building, approximately 100 ft. long and only 12 to 15 ft. off our right of way. On the other side is another junkyard, a grocery store and a few other buildings. The whole section for 500 to 600 ft. has no definable ditch. It is all decomposed granite and rock. Cars can pull off anyplace, park anyplace and pull on anyplace.

NOTED
TOM EDWARDS

The problem is there but it is so similar to hundreds of similar areas throughout this Division. The reported accidents in this area between 1965 and now were zero according to IBM. There were two accidents at the New Hope Road Intersection (see attached).

Mr. Hart suggests guard rail similar to that near Roley Supply (see his letter of January 9, 1969). This installation at Roley was made when the county upgraded the intersection at Harbeck Road.

We issued Road Approach Permit No. 16711 to Josephine County but we asked the county verbally to delineate the openings to Roley Supply as per a previous approved permit to that property. We preferred a curb island but the county used guard rail.

After receiving a further note from Mr. Hart that there were still violations of the "No Parking" signs, we took another look at the area. We could, as Mr. Hart suggests, install guard rail to control the access but by so doing we would be actually installing traffic hazards in an already hazardous area. The accident record in this area, however, is very minor for the 4300 ADT.

A better solution than the guard rail would be to pave the shoulders through this area on both sides and install Type "C" curbs with driveway openings. Any such work done at this time, however, would be lost completely when the construction project is finally contracted since it would probably be necessary to excavate the shoulder area and any curb that we could put in within the existing right of way would not match our proposed four lane section.

I do not believe the problem is nearly as great as Mr. Hart claims. We can, however, delineate these approaches by use of guard rail or curbs if this is your wish. Please advise.

CT Keasey

C. T. KEASEY
Division Engineer

CTK/cw
Attach.

RECEIVED
JAN 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-49—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Rural Accident Listing for Williams Highway No. 261
M.P. 1.37 to M.P. 1.49

Location Description: From a point 600 feet north of Newhope Road (M.P. 1.37) to Newhope Road (M.P. 1.49

1965 Accidents - NONE

1966 Accidents - 1 accident, non-intersectional, no casualties, backing type accident; occurred at M.P. 1.48

1967 Accidents - 1 accident, non-intersectional, no casualties, fixed object type accident; occurred at M.P. 1.48.

1st 6 mos. 1968 Accidents - NONE

Note: Two accidents occurred at the intersection of Newhope Road - one in 1966 and one in 1967.

ROSEBURG DIVISION
RECEIVED
JAN 13 1968
ADE ADE ADE DDE
Assign .... For ....
Reply .... Action ....

January 13, 1969

Mr. Bob Hart, Jr.
P. O. Box 327
Grants Pass, Oregon

Dear Mr. Hart:

This will acknowledge your letter of January 9, 1969, regarding shoulder parking on the Williams Highway which we recently discussed with you.

Your suggestion of physical access control will be investigated by this office. There are several possible designs and materials which will be considered.

We will correspond with you when the report is available. Thank you for your continued interest in traffic safety.

Very truly yours,

K

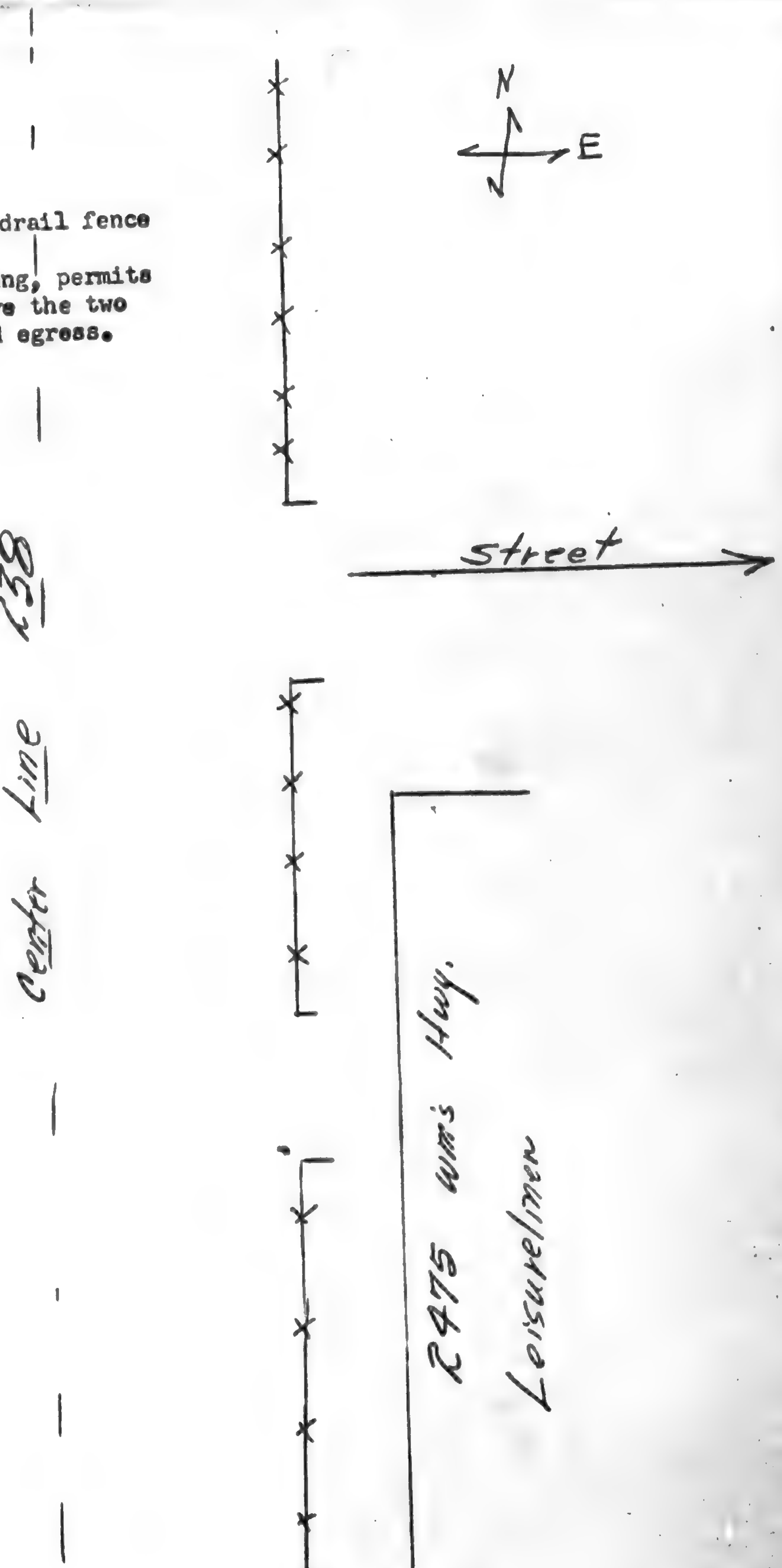
C. T. KEASEY
Division Engineer

GLC law

cc: F. B. Crandall
R. L. Lammert

Clark to note

Outline of proposed corrective guardrail fence
2475 Williams Secondary Highway:
This method prevents abuse by parking, permits traveling traffic to quickly observe the two danger points left for entrance and egress.



INSURANCE

237 S.E. 'H' Street — P.O. Box 1299 PHONE: Area 503 - 479-5521
GRANTS PASS, OREGON

January 17, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
Highway Building,
Salem, Oregon

Dear Tom:

Thank you for your letter of January 15, 1969 with reference to the corrective measures you have taken on Highway #238 in the vicinity of 2475 Williams Highway, South of Grants Pass. You are to be complimented on the speedy response to the establishment of the No Parking signs. The signs are simply being ignored.

The installation of the signs and passing the buck to the State Police does not appear to me to have solved the problem. I will take my petition to other individuals in the hopes that I can stimulate sufficient interest to provide for adequate corrective safety measures. Thanks for your help.

Very truly yours,

BOB HART INSURANCE, INC.

Bob Hart, Jr.

CC: C. T. Keasey
Glen Clark

BH:

YOUR POLICY PUTS US TO WORK FOR YOU . . . LET US KNOW WHEN WE CAN HELP

Glen - I'll lay off this for a few days to see if the dept. comes up with something. I don't think it's all that hard to solve the problem

Bob Hart

RECEIVED
JAN 15 1969

January 15, 1969

7134
111 (67)

Mr. Bob Hart, Jr.
Bob Hart Insurance, Inc.
P. O. Box 327
Grants Pass, Oregon

Dear Mr. Hart:

This is in further regard to your letter of December 31 concerning traffic conditions in the vicinity of 2475 Williams Highway, south of Grants Pass. This location has been investigated by our Division office. Our representatives contacted you and discussed this matter.

As a result of this investigation, we have reinstalled the "NO PARKING" signs. We have also asked the local office of the State Police and our District Maintenance office to keep this location under surveillance and to advise us if shoulder parking continues to occur.

It is believed that the above steps will care for the traffic problem at this location.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
C. T. Keasey

VPJ:ji ja

RECEIVED
JAN 13 1969

BOB HART
INSURANCE

WE HAVE A NEW
PHONE NUMBER
479-5521

237 S.E. "H" ST. — P. O. BOX 327 TELEPHONE GREENWOOD 6-4634
GRANTS PASS, OREGON

January 9, 1969

Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

Thank you for your letter of January 7, 1969 acknowledging my letter of December 31, 1968. Action has been taken on this matter through a personal call by Glen L. Clark, the Division Traffic Engineer and some corrective measures have been taken in the reinstallation of the "No Parking" signs. As of this morning, the signs are up but they are being ignored inasmuch as one truck unit, one pick up unit and passenger unit were parked on the shoulder of the highway in such a way that they create a hazard. From the last paragraph of your letter it appears to me that you only have hopes that proper corrective measures can be achieved. Believe me, Mr. Edwards, proper corrective measures can be achieved and will be achieved in this area or we will continue to petition whatever authority the State of Oregon may have to alleviate a dangerous highway situation. Thank you for your help.

Very truly yours,

BOB HART INSURANCE, INC.

Bob Hart

Bob Hart, Jr.

BH:cc

Copy- Porter ✓
[illegible]
1-10-69

NOTED
R. L. PORTER

NOTED
TOM EDWARDS

RECEIVED
JAN 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

YOUR POLICY PUTS US TO WORK FOR YOU . . . LET US KNOW WHEN WE CAN HELP

INSURANCE

WE HAVE A NEW
PHONE NUMBER
479-5521

237 S. E. "H" ST. — P. O. BOX 327 TELEPHONE GREENWOOD 6-4634
GRANTS PASS, OREGON

January 9, 1969

W

Mr. Glen L. Clark
Division Traffic Engineer
1523 S. E. Cog Street
Roseburg, Oregon 97470

Dear Mr. Clark:

Thank you very much for your prompt attention the corrective measures taken to relieve the situation described in my letter of December 31, 1968 which you reviewed while you were in my office. The "No parking on highway shoulder" signs which had previously been removed have been re-installed. As I came through the area in question at approximately 5 minutes to 9 on January 9th these signs are being ignored. There was a pick up truck, a leisure liner and a passenger vehicle parked on the highway shoulder and creating the identical problem that we have complained of.

It would seem to me that this area could be given the same degree of correction that you employed at 1550 Williams Highway near the Roley Pacific Supply Company. In this area you will recall there is a White guard rail type fence restricting the entrance to and egress from that particular area that borders the highway for two or three hundred feet. This treatment affords the motorist the opportunity to check a particular intersection entrance to the highway and prevents entirely the matter I have complained of. I would suggest that the Leisureliner shop be giv en one area of access and north of that area, the street running easterly should have another access. The balance of the area with a guard rail installation would relieve entirely the hazard as it now exists. The situation that we are faced with now is a private driveway approximately 600 feet wide with traffic coming on and off and parking on and off the highway facing both directions. I am not a highway engineer and inasmuch as Tom Edwards had some doubt in his mind whether or not "proper corrective measures can be achieved", I volunteer this suggestion which will certainly achieve our objection of making that highway area safe for the traffic on the road. A reference to your traffic counters will tell you of the heavy traffic and the peak loan going through the area. When the peak load includes many school busses, school children on bicycles, going to Allen Dale School and some pedestrian traffic we have a definite problem. I hope that you will take some remedial action. Thanks for your help.

Very truly yours,

BOB HART INSURANCE, INC.

Bob Hart

Bob Hart, Jr.

BH:cc

YOUR POLICY PUTS US TO WORK FOR YOU . . . LET US KNOW WHEN WE CAN HELP

F. B. Crandall

FORM 6-20 (12-67)

RECEIVED
JAN 10 1969
TRAFFIC ENGINEERING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 9, 1969

SUBJECT: Traffic Condition
Williams Highway - South of Grants Pass
Vicinity of New Hope Road
TE 7134

To: Mr. C. T. Keasey
Division Engineer
Roseburg, Oregon

Attached is a letter dated December 31, 1968, from Mr. Bob Hart Jr., Bob Hart Insurance Company, Grants Pass, calling our attention to shoulder parking at the subject location which in his opinion was hazardous.

The Commission adopted a resolution April 3, 1962, prohibiting shoulder parking from MP 1.37 to MP 1.46 bracketing the complaint section.

On Tuesday, January 7, 1969, Mr. Carl Williams, Assistant Division Engineer, and I observed that "NO PARKING ON HIGHWAY SHOULDER" signs did not exist for northbound traffic in the vicinity of the address in the complaint. Such signs remained in the balance of the area required. Several vehicles were parked in front of this business off the right-of-way, but one other parked vehicle was partially within the shoulder are.

On that same day we met with Mr. Hart. He indicated that his major concern was that the shoulder area should be available for emergency use. It was indicated that the missing signs would be reinstalled within the week and that the State Police would be advised. This was satisfactory with him. Mr. Hart went on to indicate petitions and correspondence sent to and received from the Department regarding the four laning project in this vicinity.

Mr. Lammert, District Maintenance Superintendent, Medford, was asked to replace the missing signs and on a personal basis enlist the cooperation of Sergeant Cole of the Grants Pass State Police to check the subject area on routine patrols.

The signs were installed January 8, 1969, and Sergeant Cole was contacted the same day.

APPROVED
By
C. M. Williams
ASSISTANT DIVISION ENGINEER

Mr. Williams asked Mr. Lammert to keep this location under surveillance for a period of time and to advise the Division office if any further shoulder parking occurs.

Glen L. Clark
GLEN L. CLARK
Division Traffic Engineer

GLC law
Attachment
cc: F. B. Crandall
Bob Lammert

RECEIVED
JAN 8 1969

January 7, 1969

Mr. Bob Hart, Jr.
Bob Hart Insurance, Inc.
P. O. Box 327
Grants Pass, Oregon

Dear Mr. Hart:

I have your letter of December 31 concerning the condition on the Williams Highway southerly of Grants Pass, particularly between the areas of New Hope Road and Harbeck Road.

I am forwarding this matter to the Division Engineer at Roseburg, who will make an investigation to determine if proper corrective measures can be achieved.

Thank you for calling this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc The Hon. Tom McCall
The Hon. E. D. Potts
The Hon. Sidney Bazett

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
C. T. Keasey

RECEIVED
JAN 6 - 1969
TRAFFIC ENGINEERING

BOB HART
INSURANCE

WE HAVE A NEW
PHONE NUMBER
479-5521

237 S. E. "H" ST. — P. O. BOX 327 TELEPHONE GREENWOOD 6 - 4634
GRANTS PASS, OREGON

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

This is on the proposed project area. Job in abeyance. No parking resolution passed April 1962
KL

December 31, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

Attn: State Highway Engineer

Porter

Dear Sir:

Approximately two and a half years ago I corresponded with the State Highway Department relating to an extremely hazardous condition existing at or near 2475 Williams Highway, south of Grants Pass, Oregon. In this area there is a grocery market and a foundry on one side of the street and a manufacturing plant for Leisureliner and apparently for auto repair on the east side of the street. My complaint at that time dealt with the use of the highway shoulders for parking and storage of the automobiles by the occupant at 2475 Williams Highway. At that time it was determined by your Department that the installation of "no Parking on Highway Shoulder" signs would take care of the hazard. On a very temporary basis they appeared to do so.

The basic problem is that in this particular area, cars leaving Grants Pass approach a slight incline and meet approaching traffic coming off New Hope Road and from the South on Highway 238 at the crest of a slight rise. Just after 4:00 on any given school day, school buses going South out of Allendale School and South out of Grants Pass meet a concentration of traffic coming North from the mills in Murphy, Oregon, and under ideal conditions the area is extremely hazardous. When rain, fog or snow exist it gets worse! When the occupant at 2475 Williams Highway continues to park partially disassembled automobiles against his building and permits parking of customers, employees and other persons in front of his premises, an approaching motorist comes on an extremely narrow highway, often with foot traffic involved going to the food market, and it is only going to be a matter of time before we kill somebody out there.

HIghway 238 at this point is zoned for 45 mile per hour speeds and this seems adequate. The food market involved has provided adequate parking and space and does not present a problem by having on the shoulder parking. The corrective measures taken earlier by the erection of suitable signs appears to be inadequate since the problem has not been solved. It is further complicated by the fact that someone has taken down the signs erected at or near the premises adjacent to 2475 Williams Highway. This area on Highway 238 South of Grants Pass, Oregon represents an intolerable hazard and corrective measures must be taken. I propose to you that the access to and from adjacent property should be limited in order that motorists using this road will have at least a chance of getting through there without killing somebody.

Crandall RD

cc Edw.

State of Oregon
State Highway Department

December 31, 1968

continued

The time to check this problem is during the morning hours when school buses are on this road and during the evening hours when school buses are on the road. These buses together with the workers going to and from work are entitled to safe operation on the highway. If this protest should be lodged with another individual or Agency would you please let me know.

Very truly yours,

BOB HART INSURANCE, INC.

Bob Hart

Bob Hart, Jr.

BH:cc

CC: Tom McCall
Deb Potts
Sid Bazett

RECEIVED
JAN 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 2 1969
OREGON
STATE HIGHWAY COMMISSION

8688

RECEIVED
SEP 24 1968
FOR FILING

Cross Referenced To:

8

September 18, 1968

Mr. Bob Hart, Jr.
Bob Hart Insurance
Post Office Box 327
Grants Pass, Oregon

Dear Mr. Hart:

Thank you for the petition about the Williams Secondary Highway. As you know, the State Highway Department was very interested in advancing this project to construction a couple of years ago. However, there was a great tumult raised by those living in the area. Since the project would have benefited these same people the most and, since it appeared that it was not wanted, the project was deferred and funds used elsewhere.

We will bring your request to the attention of the Highway Commission when new programs are being formulated. I am sure that it will give your request serious consideration, along with the many other worthwhile projects throughout the state.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: The Honorable E. D. (Debbs) Potts
The Honorable Sid Bazett
Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
Ben Gifford - (advance list)

WE HAVE A NEW
PHONE · NUMBER
479-5521

INSURANCE

237 S. E. "H" ST. — P. O. BOX 327 TELEPHONE GREENWOOD 6-4634

GRANTS PASS, OREGON

September 16, 1968

Mr. Forrest Cooper
State Engineer
Oregon Highway Department
Oregon Highway Department Building
Salem, Oregon

Klaboe

Dear Mr. Cooper:

I have been in recent conversation with Senator Debs Potts of Grants Pass discussing the use of, the improvement of, and planning for the improvement of, Highway 238 south of Grants Pass, Oregon. I have been resident on, or adjacent to, and always a user of, Highway 238 since 1932. The growth of the area and the traffic congestion on this highway is apparent to everyone.

I enclose two petitions, one of residents who reside on Williams Highway, who own businesses on Williams Highway, or who reside or own businesses on roads and streets adjoining Williams Highway in the immediate neighborhood. Petition #2 bears the names of a few persons who were found to be using Williams Highway and with whom we discussed an effort to make improvements.

Those of us who live on the Highway sincerely regret that we did not lend to you substantial public support at the time the improvements for Highway 238 just south of Grants Pass were first proposed. Most of us, I am sure, felt that it was a foregone conclusion that the road would be improved. The needs for the improvement are so apparent and the traffic perils so great during the peak periods that it was almost inconceivable to us that there would be objection or enough objection that the program could be stopped.

If you will check the petition form subscribed by those individuals living on the road or immediately adjacent thereto, you will be able to determine that they represent far and away a distinct majority of property owners, home owners, residents, and businessmen.

As pleaded for in the petition, we want you to reconsider the improvement and to provide us with any instruction, advice, and assistance you think would help the project. I have sent a copy of this letter and a copy of the petition to Senator Debs Potts, and to Mr. Sid Bazett. It is our sincere hope that this matter can be reconsidered, that funds may be made available for the improvement and that the necessary work may be soon accomplished. If you have any further questions, need further additional information, or if we can be of assistance to you in any way, would you please get in touch with me. Thanks for your help.

Very truly yours,

Bob Hart

Bob Hart, Jr.

copy:
Cooper
Potts

RECEIVED
SEP 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BH:bb

TO THE OREGON STATE HIGHWAY DEPARTMENT, SALEM, OREGON:

WE, THE UNDERSIGNED, RESIDE ON HIGHWAY 238 SOUTH OF GRANTS PASS, OREGON, AND WE RESPECTFULLY ASK THAT A RECONSIDERATION OF IMPROVEMENT PLANS FOR THIS ROAD BE UNDERTAKEN.

We submit that the road is heavily traveled, subject to peak loads of traffic for industry, workers, and school children so that a hazard to safety does exist. Neighborhood development has increased the amount of foot traffic to and from town, schools, and stores. The road needs to be widened on the surface and on the shoulders. As it now exists, the surface is rough and needs improvement.

NAME	ADDRESS
Mrs. Eugenie Southwick	155 Allenwood Dr.
Ronald L. Southwick	155 Allenwood Dr.
Mrs. Hazel Coutts	2963 Williams Hwy.
Sam Groves	2661 Williams Hwy
Mrs. Sam Groves	2661 Wms Hwy.
Mrs Albert Case	2593 Wms Hwy
Mrs Edwin I. Zwan	2447 Wms Hiway
Mr. & Mrs C. W. Friesen	2268 Wms Hwy 2428 Wms "
Mrs. Clarence Friesen	2268 Wm's Hwy
Al [illegible]	170 Allenwood Dr. Wm Hwy
Patrick J. McCloud	122 Allenwood Dr.
Mrs McCloud Mrs	122 Allenwood Dr.
Ben R. Shields	125 Allenwood Dr.
Fern Shields	125 Allenwood Dr.
Mr. & Mrs [illegible]	130 Allen Wood Dr.
Mr & Mrs David Heflin	2447 Williams Hwy.
Mrs. R. J. Allerheiligen	2447 Williams Hwy.
Mrs. Roy Hoffman	2412 Williams Hwy.
Mr Roy Hoffman	2412 — —
Howard R Hansen	2301 Williams Hwy
Louise Hansen	2301 Williams Hwy
Karen Groves	2655 Wms. Hwy.
Mrs. Ron Ruther	1777 Wms. Hwy

OREGON, AND WE RESPECTIFULLY ASK THAT A RECONSIDERATION OF IMPROVEMENT PLANS FOR THIS ROAD BE UNDERTAKEN.

We submit that the road is heavily traveled, subject to peak loads of traffic for industry, workers, and school children so that a hazard to safety does exist. Neighborhood development has increased the amount of foot traffic to and from town, schools, and stores. The road needs to be widened on the surface and on the shoulders. As it now exists, the surface is rough and needs improvement.

NAME	ADDRESS
Mrs. Eugenie Southwick	155 Allenwood Dr.
Ronald L. Southwick	155 Allenwood Dr.
Mrs. Hazel Courts	1963 Williams Hwy.
Sam Groves	2661 Williams Hwy
Mrs. Sam Groves	2661 Wms Hwy.
Mrs Albert Case	2593 Wms Hwy
Mrs Edwin I. Zwan	2447 W^ms^ Hiway
Mr. & ~~Mrs~~ C. W. Friesen	2268 Wms Hwy 2428 Wms "
Mrs. Clarence Friesen	2268 Wm's Hwy
Al [illegible]	170 Allenwood Dr. Wm Hwy
Patrick J McCloud	122 Allenwood Dr.
Mrs McCloud Mrs	122 Allenwood Dr.
Ben R. Shields	125 Allenwood Dr.
Fern Shields	125 Allenwood Dr.
Mr. & Mrs [illegible]	130 Allen Wood Dr.
Mr & Mrs Daniel J Heflin	2447 Williams Hwy.
Mrs. R. J. Allerheiligen	2447 Williams Hwy.
Mrs. Roy Hoffman	2412 Williams Hwy.
Mr Roy Hoffman	2412 — —
Howard R Hansen	2301 Williams Hwy
Louie Hansen	2301 Williams Hwy
Karen Groves	2655 Wms. Hwy.
Mrs. Ron Ryther	1777 Wms. Hwy
S S Kelley	1749 WMS Hwy
Mr & Mrs Randy Pugh	159 Allenwood Dr.
George R. Thompson	150 Allenwood Dr.

9628

RECEIVED
AUG 22 1967
FOR FILING

9

4 — DAILY COURIER, Grants Pass, Oregon TUESDAY, AUGUST 15, 1967

On Williams Highway

Widening Questions Get Answers

By OLGA JOHNSON

WILLIAMS HIGHWAY — Anxiety of Lower Williams Highway property owners concerning the proposed widening of the highway was reflected in the capacity turnout at Monday evening's meeting held in the South Junior High library.

Although many questionf were cleared up during the discussions, no decisive move for a change of plans was evidenced before the meeting broke up, either by the Highway Department representatives or by the area residents attending.

Presiding as moderator was Jack McMahan, Chamber of Commerce manager, who introduced F. D. Claboe of Salem, top assistant to the State Highway engineer, who met the questions by the property owners. Also present to represent the State Highway Department were L. R. Chandler, division manager, Roseburg, and Jim McNamee, assistant to the resident engineer at Grants Pass.

McMahan explained that the meeting had been called to clarify a situation confused by growing "back fence propaganda."

Claboe regretted lack of understanding between the Highway Department and local residents concerned.

He said that funds for construction of the four-lane highway between the interchange and the Golf Course Road have not yet been allocated, and that changes in the specifications or the course of the road still were quite possible.

However, as alternatives to the present plans were suggested, the engineer brought forth convincing objections in almost every case.

Planners of highway projects must look 20 years ahead, he declared. Two lanes for portions of Williams Highway are unsafe; three-lane roads have been proved highly hazardous.

In answer to an accusation that a bottleneck would result at the narrowing of the four lanes to two, and that the four-lane section should be extended, Claboe cited traffic count statistics indicating that while more than 6,000 vehicles pass the Williams Highway-Fruitdale intersection daily, the number lessens to about 5,000 at the Union Avenue intersection; 4,000 at New Hope Road; 2,300 at the end of the proposed four - lane improvements, and 1,800 at the Applegate Bridge in Murphy.

As to alternate routes proposed in order to avoid using the grounds of so much home property, Claboe said the proposed high level route, cutting from Harbeck Road to the Golf Course Road, would cost a million dollars more than widening the present highway. The lower course along Allen Creek, proposed by other residents, would cost at least $600,000 more than using the present route, Claboe continued, and it would be half a mile longer.

Apparent misunderstanding of the present right-of-way width was explained. The width of state highways, by an early state law, is 60 feet he said. Promoters selling land along Williams Highway at one time surveyed the right-of-way at 40 feet.

The Highway Department is prepared to pay for improvements upon the disputed 20 feet, he added, but will not pay for the 20-foot strip of land which legally it already owns.

Home owners whose houses will be brought nearer to the highway by the widening will be recompensed according to comparative values of the property at present and after the widening, it was explained by the highway engineer.

McMahan pointed out that with a 100-foot right-of-way the actual traffic would be traveling at some little distance from the home owners' property lines.

A number of property owners spoke up in approval of the four - lane construction as planned.

Claboe said that after acquisition of right-of-way for a highway project, at least 1½ years must elapse before construction can begin.

AUG 16 1967 Klaboe ✓
Morgan

from L.R. Chandler

NOTED
F.B. KLABOE

RECEIVED
AUG 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

8688

RECEIVED
APR 24 1962

FOR FILING

8

agenda
4a.2
Ap 3-1962

April 24, 1962

111

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Dear Sir:

In compliance with Oregon Laws which require that the Oregon State Highway Commission forward copies of all resolutions designating highway directives to the office of the Secretary of State, there is attached for your files and records a duplicate original of each of the following resolutions which were adopted on April 3, 1962:

"No Parking" Resolution No. 238, prohibiting parking on both sides of the Oakland-Shady Highway, No. 234, Douglas County, between a point 350 feet north of Green Siding Road, M.P. 21.90, and a point 250 feet south of Grant Smith Road, M.P. 22.17.

"No Parking" Resolution No. 239, prohibiting parking on both sides of Williams Highway, No. 261 (ORE 238), Josephine County, between 0.12 mi. north of New Hope Road, M.P. 1.37, and a point 150 feet north of New Hope Road, M.P. 1.46.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

fp

4a-2

April 5, 1962

Mr. Bob Hart, Jr.
2942 Williams Highway
Grants Pass, Oregon

Dear Mr. Hart:

In response to your letter of January 26, 1962, concerning the parking of vehicles on the Williams Highway, north of the New Hope Road, a traffic engineering investigation was made.

The results of this investigation were presented to the Highway Commission at its meeting April 3, 1962. In view of the facts disclosed during the investigation, the Commission ordered that shoulder parking be prohibited on both sides of the Williams Highway, between a point 0.12 mile north of New Hope Road, and a point 150 feet north of New Hope Road.

Thank you for calling this condition to our attention.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc: Mr. Tom Edwards
Mr. F. B. Crandall
Mr. I. A. DeFrance

March 29, 1962

Oregon State Highway Commission

Gentlemen:

Mr. Bob Hart, Jr., 2942 Williams Highway, Grants Pass, brought to our attention a hazardous condition on the Williams Highway, south of Grants Pass. This condition is caused by shoulder parking.

Investigation discloses that within this section there are several business establishments. There is a 21-foot pavement. An auto parts and wrecking yard on the easterly side of the highway creates a hazardous condition, with customers' cars parked immediately adjacent to the pavement. This restricts the apparent width of the pavement and causes a sight distance restriction for drivers leaving the driveways. Investigation discloses that there is sufficient off-street parking available but that the facility is not being used.

It is recommended that shoulder parking be prohibited on both sides of the Williams Highway (ORE238), No. 261, between 0.12 mile north of New Hope Road (M.P. 1.37, Engineer's Station 72+45) and a point 150 feet north of New Hope Road (M.P. 1.46, Engineer's Station 77+30).

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc F. B. Crandall

VPJ:pk hlb

FORM E-30X—50M—6-61—36682

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
March 9, 1962

SUBJECT Parking Prohibition
Williams Highway south of Grants Pass
ORE238 - Hwy. No. 261 - M.P. 1.37
to M.P. 1.46
TE 111

To:
Robert D. Conklin
Traffic Investigation Engineer
OFFICE

On Tuesday, March 6, 1962, I contacted Mr. Bob Hart, Jr. at his place of business in Grants Pass. Mr. Hart, in his letter of January 26, refers to dangerous situations created by parked vehicles on the Williams Highway in the vicinity of New Hope Road, south of Grants Pass.

Having completed the field investigation, I stated that most likely I would recommend to the Highway Commission that shoulder parking be prohibited on both sides of the highway in this area, adjacent to the businesses served by open access. Mr. Hart acknowledged and expressed his thanks for our response to his letter.

Posting of the signs, if a resolution is passed, can be accomplished next to or on power and telephone poles that are located in such a manner as to make signing effective.

Larry M. Orth
Larry M. Orth
Traffic Investigator

LMO:sm
Attachment

NOTED
TRAFFIC CONTROL
ENGR.

NOTED
J. AL HEAD

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
March, 1962

REPORT OF SHOULDER PARKING INVESTIGATION
Williams Highway
ORE238 - Hwy. No. 261 - M.P. 1.37 to M.P. 1.46

Recommendation:

As a result of this investigation, it is recommended that shoulder parking be prohibited on both sides of the Williams Highway, No. 261, south of Grants Pass between a point 0.12 miles north of New Hope Road (M.P. 1.37, Engr. Sta. 72+45) and a point 150 feet north of New Hope Road (M.P. 1.46, Engr. Sta. 77+30).

Historical Background:

This investigation and report is in response to a letter dated January 26, 1962, from Mr. Bob Hart, Jr., 2942 Williams Highway, Grants Pass. Mr. Hart advises of dangerous conditions created by vehicles parked along the highway shoulders northerly from New Hope Road on ORE238.

Investigation:

The roadside culture within this section consists primarily of business establishments situated on both sides of the highway and being served by open gravel accesses. The pavement is of bituminous construction 21 feet in width. The business on the easterly side of the roadway is an Auto Parts and Wrecking Yard. Junk cars, trucks and parts are parked and lined between the building proper and the highway shoulder. Customer vehicles must park on the shoulder and sometimes encroach upon the traveled way. This condition also creates a sight distance deficiency for vehicles entering the highway. Although vehicles were observed to park on the highway shoulders, in most cases other areas for parking are available. The 1960 average daily traffic in this section, which is 0.09 miles in length, was 3100 vehicles.

During the period from January 1, 1957, through December 31, 1961, there occurred two reported accidents within the subject section. There were no persons killed and one individual received injuries. The two accidents were classified as one each rear-end and turning type collisions. Either accident may have indirectly involved parked vehicles. One accident occurred during the year 1960, and therefore, the 1960 accident rate was 9.82 accidents per million vehicle miles as compared to the 1960 statewide accident rate of 8.45 accidents per million vehicle miles for suburban portions of Secondary State Highways.

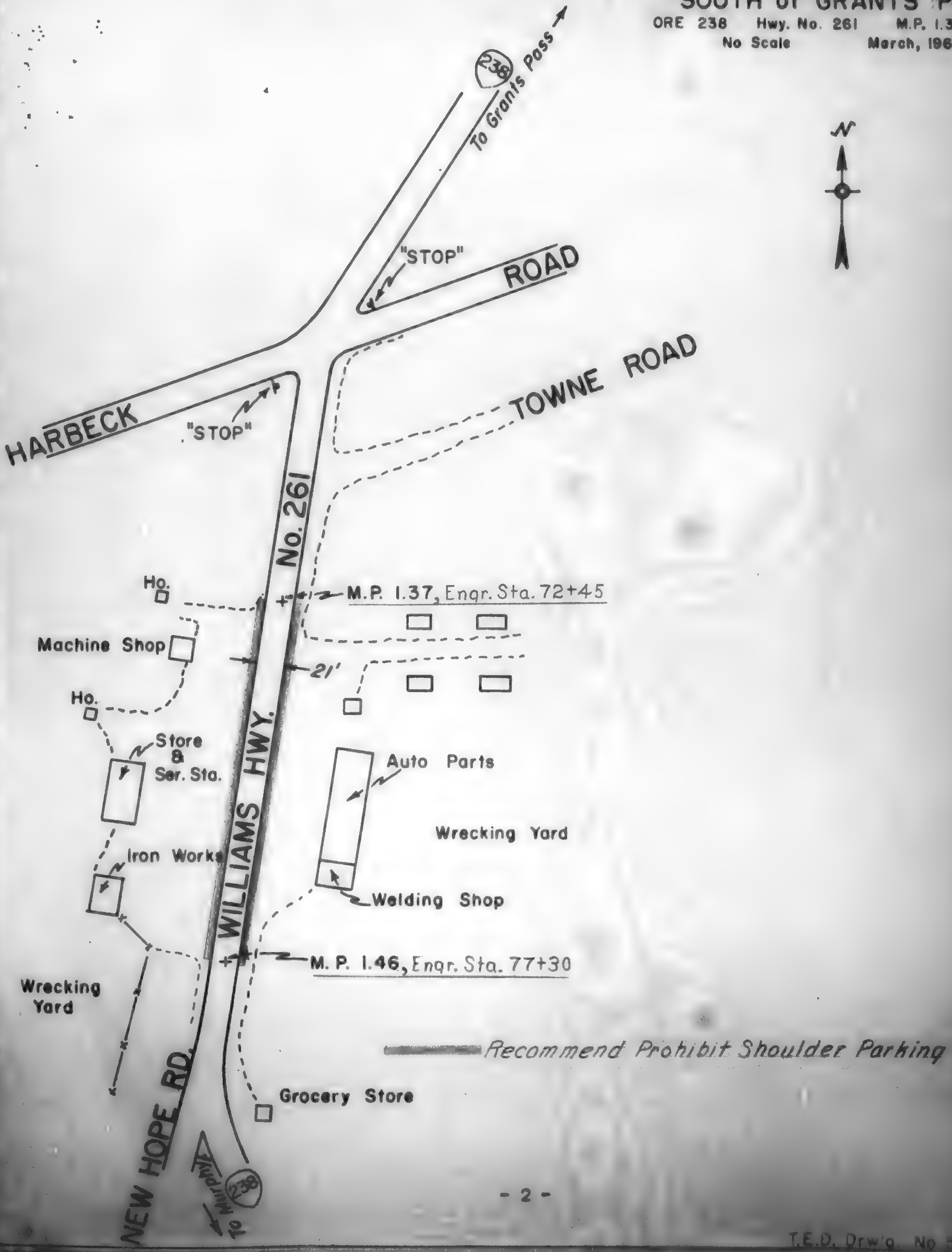
In view of the congestion and hazardous conditions created by vehicles parked on the highway shoulders, it is recommended that shoulder parking be prohibited on the previously stated section of the Williams Highway.

LMO:sm
3-9-62

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
SKETCH MAP

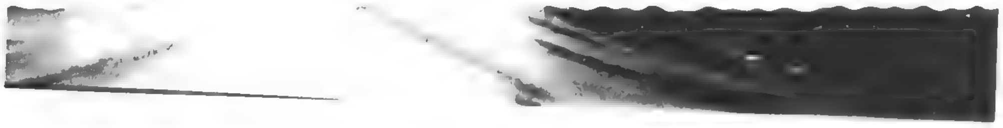
SOUTH of GRANTS PASS

ORE 238 Hwy. No. 261 M.P. 1.37 to 1.46
No Scale March, 1962



T.E.D. Drw'g. No. 5707

1



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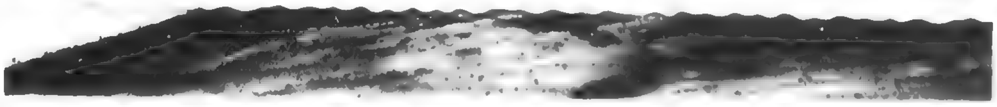
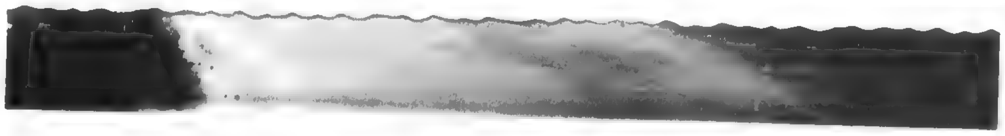


4

TYPICAL VIEWS
Williams Highway - South of Grants Pass

1. Looking south on ORE238 from 0.12 miles north of New Hope Road.
2. Looking north on ORE238 from New Hope Road.
3. Looking southerly on ORE238 from 0.11 miles north of New Hope Road showing available parking area and open access.
4. Looking south on ORE238 from 0.11 miles north of New Hope Road showing vehicular parking.

2



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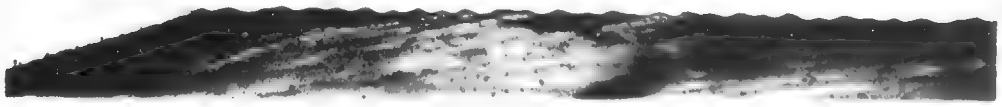

4

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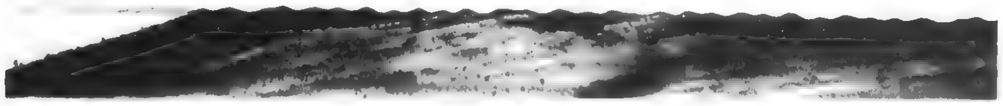
3



4

TYPICAL VIEWS
Williams Highway - South of Grants Pass

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4. Looking south on ORE238 from 0.11 miles north of New Hope Road showing vehicular parking.

4

TYPICAL VIEWS

Williams Highway - South of Grants Pass

1. Looking south on ORE238 from 0.12 miles north of New Hope Road.
2. Looking north on ORE238 from New Hope Road.
3. Looking southerly on ORE238 from 0.11 miles north of New Hope Road showing available parking area and open access.
4. Looking south on ORE238 from 0.11 miles north of New Hope Road showing vehicular parking.

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION Williams Highway Hwy. No. 261 Rt. No. ORE238 From M.P. 1.37 - 0.12 miles north of New Hope Road To M.P. 1.46 - 150 feet north of New Hope Road Period Covered: 1-1-57 to 12-31-61	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
1957	No Accidents																		
1958	-	-	1	-	-	-	-	-	-	-	-	-	1	-	1	-	-	1	
1959	No Accidents																		
1960	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	1	-	-	
1961	No Accidents																		
Total	-	-	1	-	-	1	-	-	-	-	-	-	2	-	1	1	-	1	

FORM K-30 50M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1962

SUBJECT: Encroachment on R/W,
Williams Secondary
South of Grants Pass

To:

Tom Edwards
Assistant State Highway Engineer

Building

Please note the complaint from Bob Hart, Jr., regarding the encroachment of two businesses on the Williams Secondary south of Grants Pass.

Mr. Lammert has contacted Mr. Hart and the owners of the two businesses and cautioned the owners to keep their operations off the highway shoulders. Before we start a No Parking on Shoulders resolution we suggest we watch the results of this request.

This is a type of condition that might be considered for shoulder widening and the construction of a short section of extruded curbs.

If you do not object we will study the possibilities.

I. A. DeFrance
Maintenance Engineer

IAD:je
Enclosure

CC: L. W. Rulien
R. L. Lammert

RECEIVED
FEB 26 1962
TRAFFIC ENGINEERING

RECEIVED
FEB 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
J. AL HEAD

FORM E-30X—50M—6-61—36682

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Feb. 16, 1962

SUBJECT: Complaint, Hazardous Condition,
M.P. 1.45
Williams Secondary Highway

To: X. A. DeFrance
Maintenance Engineer
Salem, Oregon

Att: John Phillips

Reference is madeto a complaint registered by a Mr. Hart, and concerning a hazardous condition which originates from indiscriminate parking of equipment and vehicles on the shoulder of the Williams Secondary Highway.

Attached is a comprehensive report from R. L. Lammert, District Maintenance Superintendent, together with a photograph of the area. Mr. Lammert has observed this condition and agrees that cars and trucks parking on the shoulders sometimes encroach on the pavement, and do indeed create a hazard here. He has contacted most of the owners through this area, has discussed this problem, and believes that a vast majority agree that it would be desirable to restrict parking on the shoulders. It does not appear that any other action can be taken to alleviate this condition, and it is, therefore, our recommendation, as well as Mr. Lammerts, that parking be prohibited on both shoulders between M. P. 1.35 and M.P. 1.55. Incidentally, Mr. Lammert advised me that sufficient area exists between our right of way and the business fronts to allow patrons to park without encroaching on the shoulder area.

L. W. Rulien
Asst. Division Engineer

LWR:ds
encl.

FORM F 30 50M 7-60 29805

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon

14 February 1962

SUBJECT: Complaint
Mr Hart
Williams Secondary Hwy
MP 1.35 - 1.55

To: L W Rulien
Asst Div Engr
Roseburg

Subject complaint investigated.

Concerns four business places, two on each side of the Williams Highway at MP 1.48. Continuous access on both sides of the road to these establishments. The situation is further complicated by the garage and welding shop not having sufficient set-back. This set-back is 50% filled with old cars and scrap metal forcing the vehicles patronizing the garage and welding shop to park on the shoulders. The grocery store and foundary across the highway have a larger set-back but the uncontrolled access encourages vehicles to park on the shoulders.

Mr Hart informed me that at times the highway becomes so congested that only the 22' pavement remains open to traffic. This cannot be verified but considerable traffic congestion has been noted by this office.

The owners of the establishments have been contacted and requested that they do everything possible to relieve this congestion of the highway.

This office recommends that "No Parking on Shoulders" signs be installed on both sides of the Williams Highway, MP 1.35 to MP 1.55. The situation will then be studied and if further restriction is needed, white posts be installed to delineate the access points.

R. L. Lammert
R L Lammert
Dist Maint Supt

RLL/f

INSURANCE

237 S. E. "H" ST. — P. O. BOX 327 TELEPHONE GREENWOOD 6-4634
GRANTS PASS, OREGON

Jan. 26, 1962

Oregon State Highway Department
Access and Right of Way Department
Salem, Oregon

Gentlemen:

Re: Allen Creek Service
General Motors Service
2475 Williams Highway
Grants Pass, Oregon

The entitled business ventures operating at 2475 Williams Highway just northerly of the New Hope Road Highway 238 Junction in Josephine County are constantly encroaching on the highway right of way and parking vehicles in the course of repair in such a way that the roadway is often narrowed to the point of being dangerous.

Proceeding northerly the higway user is coming around a curve on a slight rise, approaching him proceeding southerly the oncoming traffic is coming up to a slight rise. When the shoulders are blocked with parked vehicles and foot traffic is using the roadway to approach the small grocery store on the West side and traffic gets heavy, it is only a matter of time until someone gets killed.

I see no reason why a business house should be permitted to continue a violation of the law which creates a definite traffic hazard to pedestrian and motor traffic. The purpose of this letter is to advise you of the condition and to urge you to correct it before there is a highway death out there. If there is anything locally that I can do to assist you will you let me know.

Very truly yours,

[illegible] HART, JR.
[illegible] Williams Highway, Grants Pass, Oreg

Ley Gole, State Police
[illegible] Lewis, Sheriff

NOTED
[illegible]

RECEIVED
JAN 29 1962
[illegible]

YOUR [illegible] PUTS US TO WORK FOR YOU ... LET US KNOW WHEN WE CAN HELP

8689 Pacific Hwy. West @ 5th Ave. 1978
(Eugene) Sec.
(Traffic signal installation)

C•A 6205 9-19-77

8689

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-12-81

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 3-12-81	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. TQM-1049(1)
COMPLETION DATE 12-19-78	ACCEPTANCE DATE BY CONTRACT AGENCY 2-17-81	TIME ELAPSED $\frac{284}{220} = 129$ %	CONTRACT TIME 220 C.D.
APPROVED EXTENSIONS 64 C.D.	LOCATION Intersection of Pacific Hwy. West (99W) and 5th Avenue in City of Eugene		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY. WEST @ 5th AVE. (EUGENE)
PACIFIC HIGHWAY WEST
Traffic Signal

This project provided for the installation c a traffic stignal at the intersection of Highway 99W and 5th Avenue. [illegible] act in the amount of $51,469.58 was awarded Hamilton Electric, Inc., Eugene, Oregon, on February 27, 1978. Work began on April 28, 1978 and was completed in reasonably close conformance with the approved plans and specifications on December 19, 1978 at a final cost of $78,041.86 which includes $50,994.99 for original bid item work, $9,955.00 for work completed under approved State Force Orders, and $10,532.58 for construction engineering.

A total of 284 calendar days were used as compared to the 220 days allowed under the contract. A time extension of 64 calendar days was justified and approved on March 30, 1979.

RECEIVED
STATE HWY ENGR
MAR 16 '81
REFER TO Beasley
FOR
info
Inve

4/10
3-16-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 3-12-81	TITLE Field Operations Engineer — DATE 3-13-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8689

February 25, 1981

Great American Insurance Company
Pacific N.W. Regional Office
P. O. Box 21109
Seattle, WA 98111

CON 5
#8689

Gentlemen:

On February 23, 1981, we wrote to you concerning release of final payment on Contract No. 8689 awarded to Hamilton Electric, Inc. for traffic signal installation on Pacific Highway West at 5th Avenue in Eugene, Lane County.

Final payment on this contract is $5,571.89 and the total contract amount is $60,949.99. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Hamilton Electric, Inc.
232 West 5th
P. O. Box 708
Eugene, OR 97440

Smith & Crakes, Inc.
58 W. 11th
Eugene, OR 97401

bc: C. T. Kaasey
Walt Hart
A. Shirley

August 27, 1979

TO: L. E. George
Traffic Engineer

FROM: E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

SUBJECT: Evaluation of Modified Turnkey Specification
Traffic Signal Installation
Pacific Highway West at Fifth Avenue (Eugene)
Lane County
Contract No. 8689

I have reviewed your report of the modified turnkey specification used for the traffic signal installation at Pacific Highway West and Fifth Avenue in Eugene.

Even though we experienced considerable difficulty on our first attempt, there still appears to be a significant chance for saving design time.

I believe it is appropriate to pick another project as soon as possible for use of the turnkey spec, modified to include the suggested changes contained in your report. Please follow up by putting out another contract for further evaluation.

ESH:ja

cc/enc. J. H. Versteeg
Jack Sullivan

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

DATE: August 14, 1979

TO: E. S. Hunter
Assistant State Highway Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Evaluation of Modified Turn-Key Specification
Traffic Signal Installation
Pacific Highway West at 5th Avenue (Eugene)
Lane County
Contract No. 8689

RECEIVED
TECHNICAL SERVICES
AUG 15'79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

The number of traffic signal projects has increased sharply in the last two years. In order to keep up with this increased demand, an effective method of reducing our signal design workload was needed. A modified turn-key specification was one method selected for evaluation.

The traffic signal project on Pacific Highway West at 5th Avenue in Eugene was contracted using the modified turn-key specification to evaluate its effect on the signal design workload. The modified turn-key specification contained new sections for design, standard detail, working drawing and as-constructed plan requirements, in addition to the normal specifications for construction and equipment. The primary effects of using the modified turn-key specification are the working drawings and as-constructed plans for the project are furnished by the contractor.

The project was contracted in February 1978 and the signals were turned on in March 1979. The project completion, not including the as-constructed plans, overran the specified time by 64 days. The primary reason for the time overrun was several project design changes were made. The design changes included; revision of the traffic signal interconnect circuit, addition of illumination equipment to the signal poles, installation of additional lane-use control signs, widening of 5th Avenue between 6th and 7th Streets. These design changes, in addition to increasing the project completion time, added $12,000 to the cost of the project. The as-constructed plans were submitted in July 1979. The plans lacked much of the information required and have been returned to the contractor for additions and corrections.

This project, our first using the modified turn-key specification, pointed out several problems with the specification and with the design process. The major problems were; a lack of adequate design review, the requirements for the working drawings and the requirements for the as-constructed plans.

The project design changes were necessary because the design review did not pick-up the conflicts with existing utilities or the geometric problems at the existing intersections. Confusion about the intent of the modified turn-key specification and lack of "construction" plans appears to be the primary causes for failure of the design review process. The comment "We did not have any plans to look at", was made by several people.

The specification required the working drawings to include only "the details necessary for the engineer to determine whether the intent of the special provisions is met". This resulted in very informal "sketches" showing the field location of the signal installation. A requirement for working drawings of a formal nature would improve the credibility of the drawings, which was lacking on this project. Formal working drawings would also provide the "plans to look at" which seem to be needed.

The as-constructed plans for the project have been reviewed and returned for correction. The plans did not include much of the detail required and some additions to the specification may be necessary to clarify the requirements. The four months after turn-on of the signals taken to submit the as-constructed plans is not acceptable. A time limit for preparing the plans is needed. The requirement for formal working drawings would reduce the time necessary to prepare the as-constructed plans.

The modified turn-key specification was developed as a method to reduce the signal design workload. Currently about 75 manhours are required to prepare plans for a typical signal project, therefore, a potential for reducing the workload does exist. On this project, because of the design changes, the workload was not reduced, but many of the problems with the specification and some areas where improvements can be made were pointed out. Future use of the specification should include the following:

- Clarification of the intent of the specification by a more detailed definition of responsibilities.
- An increased emphasis on preparation of working drawings to aid in review and construction of project .
- Clarification of as-constructed plan requirements and completion times.

The modified turn-key specification can be a useful method of reducing the signal design workload, However, addition experience will be required to develop an effective set of contract requirements.

L. E. George
Traffic Engineer

JII:jrb

8689

REPORT NO. 59

8

ORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PACIFIC HIGHWAY WEST AT 5TH AVENUE (EUGENE)

WEEK ENDING: 9 JUNE 1979

SECTION PREFIX: 20-1010

HIGHWAY: PACIFIC HWY WEST

COUNTY: LANE

NAME OF JOB: PACIFIC HWY WEST @ 5TH AVE(EUGENE)

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: HAMILTON ELECTRIC,INC.

CONTRACT NUMBER: 8689

FEDERAL AID PROJECT NUMBER: TQM-1049(1)

DATE OF CONTRACT: FEBRUARY 27,1978

DATE WORK STARTED: 28 APRIL 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 284

CALENDAR DAYS USED 284

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100.0%

PROJECT AUTHORIZATION: $ 75885.00

EXCLUSIVE OF ENGINEERING: $ 66985.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 66906.56

ESTIMATED PERCENT: OVERRUN UNDERRUN 0.1 %

ENGINEERING AUTHORIZATION $ 8900.00

ENGINEERING COST TO DATE $ 8821.63

THIS WEEK 0.0

PERCENT OF AUTHORIZATION 99.1 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94.8%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94.7%

DATE PROJECT WAS COMPLETED: 19 DECEMBER 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE~~ NO.	TRAFFIC SIGNAL							
PERCENT	100.%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	PARTLY CLOUDY	0		
TUESDAY	MOSTLY CLOUDY	0		
WEDNESDAY	PARTLY CLOUDY	0		
THURSDAY	CLEAR	0		
FRIDAY	CLEAR	0		
SATURDAY		0		

RECEIVED
JUN 11 1979
CONSTRUCTION BRANCH

Keasey K
Jackson
Hopkins A
Williams
Johnsen
Glenn
Richards
Berg
Inlose
Widmer
Gebauer
Church

READY

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Pacific Hwy West @ 5th Avenue (Eugene) - for week of June 3 thru 9, 1979.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No activity.

Next week: Semi-final will be submitted 6-11-79. FINAL REPORT.

Note: Semi-final complete except for "As Constructed" drawings to be submitted by contractor on this turn-key project. 3rd notification will be submitted when "As Constructed" drawings received.

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8629

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-82		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 2	5-14-79	Project Number TQM-1049(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 5, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 71,600.00	$ 76,515.00
Federal funds	$ 64,440.00	$ 68,860.00
Other revisions		

This modification is made for the following reasons:

To include approved SFO #3 and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. Hunter

Asst. State Highway Engineer
(Title)

By x For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon May 4, 1979

Federal Aid Project
No. TQM-1049(1)

99W @ 5th Avenue (Eugene)
Pacific Highway West
Lane County

Revised Project Agreement Estimate

Type Code PE Preliminary Engineering Preliminary Engineering	All Required	$ 2,600.00
Type Code Y031 Signal (99W @ 5th Ave.) Subtotal of Previous Estimate of August 9, 1978		$60,774.58
Additional Approved Item SFO#3 (Excavate, Backfill, Overlay)		$ 3,500.00
	Subtotal	$64,274.58
	Engineering	9,040.42
	Engineering (Signal Testing)	600.00
	Total	$73,915.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,600.00	$ 2,340.00	$ 260.00
Traffic Signals	73,915.00	66,520.00	7,395.00
Total	$76,515.00	$68,860.00	$7,655.00

Group 1 - 100%
Contract 8689
Prefix: 20-1010
20-1905

8681

STATE COPY

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	n Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-98		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 1	8-15-78	Project Number TQM-1049 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 5, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 62,105.00	$ 71,600.00
Federal funds	$ 55,894.00	$ 64,440.00
Other revisions		

This modification is made for the following reasons:

To include additional approved Price Agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of August, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E A Hunter

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

[illegible]

File

Federal Aid Project
No. TQM-1049 (1)

Oregon State Highway Division
Salem, Oregon August 9, 1978

99W at 5th Avenue (Eugene)
Pacific Highway West
Lane County

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$ 2,600.00

Type Code Y031
Signal (99W at 5th Avenue)

Subtotal of previous estimate of March 30, 1978	$51,969.58

Additional Approved Items

P.A. #1 - Install Traffic Signal Interconnect underground. All required	$ 6,805.00
P.A. #2 - Supply and install five luminair arms on existing poles and replace 1 pedestrian pole.	$ 2,000.00
Increase	$ 8,805.00
Subtotal	$60,774.58
Engineering	$ 7,625.42
Engineering (Signal Testing)	$ 600.00
Total	$69,000.00

Length of Project - - - - 0.0 mile

Work Retained in Program Status

(Not included in amounts below)

Signal Pole Protective Devices	All Required	$ 1,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,600.00	$ 2,340.00	$ 260.00
Traffic Signals	69,000.00	62,100.00	6,900.00
Total	$71,600.00	$64,440.00	$ 7,160.00

Group 1 - 100%
Contract No. 8689
Prefix - 20-1010
Prefix - 20-1905

8689

STATE CO 9

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-43	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-15-78	te Oregon County Lane Project No. TQM-1049(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, Jct. McKinley - 5th Ave. (Eugene)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-21-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	2-1-78	0.0
OTHER *(Specify)*		

FUNDS Pro rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 62,105	$ 55,894

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator APR 5 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 30, 1978

Federal Aid Project
No. TQM-1049(1)

99W AT 5TH AVE. (EUGENE)
PACIFIC HIGHWAY WEST
LANE COUNTY

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 2,600.00
Type Code Y031 Signal (99W at 5th Ave.)			
Temporary Protection and Direction of Traffic	All Required		$ 676.00
Temporary Signs	166 Sq. Ft.	$ 3.83	635.78
Flagmen	40 Hour	25.67	1,026.80
Traffic Signal Installation, Complete	All Required		45,588.00
Drawings	All Required		3,543.00
			$51,469.58
Anticipated Items Permanent Pavement Striping	All Required		$ 500.00
	Subtotal		$51,969.58
	Engineering		6,935.42
	Engineering(Signal Testing)		600.00
	Total		$59,505.00

Length of Project - - - - - - - - - - - 0.00 Mile

Work Retained in Program Status
(Not included in amounts below)

Signal Pole Protective Devices	All Required	$ 1,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,600.00	$ 2,340.00	$ 260.00
Traffic Signal	59,505.00	53,554.00	5,951.00
Total	$62,105.00	$55,894.00	$6,211.00

Group 1 100%
Contract No. ~~86[illegible]~~ 8689
Prefix: 20-1010
Prefix: 20-1905

8689

DATE: May 3, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Pacific Highway West @ 5th Street (Eugene)
Contract No. 8689

This federal-aid traffic signal installation project is nearly complete and the need for an increase in the project authorization is apparent. The project cost will overrun the authorization by an estimated $8,171.46 or 12.1 percent.

A utility conflict developed early in the project for which additional funds were authorized by you on July 18, 1979. Funds to cover future contingencies were inadvertently omitted in my request at that time. Since that time it was determined that 5th Avenue should be widened as part of the project. The cost of this work was $3,500. Signing and signal modifications needed cost another $1,525.

The construction engineering overran that originally anticipated due in a large part to field work involved in the utility conflict and street widening. Problems involved with testing the signal controller also contributed to the overrun.

With the exception of approximately $800 in engineering charges, the increased project costs are eligible for federal participation.

It is recommended that the authorization for this project be increased by $8,171.46 to a new total of $75,885. This matter will be on the Consent Calendar for your May 15 meeting.

WR:mk dc

bc F. B. Klaboe
C. W. Head
C. T. Keasey
Alfred Shirley, Jr.
V. E. Skoog
George Bell

U.S. DEPARTMENT [illegible] TRANSPORTATION FEDERAL [illegible]

TQM-1049(1)

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

STAT[illegible]OJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 73504

RECEIVED
STATE HWY ENGR
APR 14 '79
REFER TO Machinery
FOR
Info | [illegible] | R/D | D.R | Sign | Act | File

4/13 orig to

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED 2-1-78	**DATE AUTHORIZATION EFFECTIVE** 3-12-79	**FEDERAL ROUTE NUMBER** FAU 1049 **STATE ROUTE NUMBER** City Street

GENERAL LOCATION:
Pacific Highway (99W) at 5th St. (Eugene)

GENERAL DESCRIPTION OF WORK:
Install 3 each "Do Not Enter" signs 3'x3' and
8' Zebra Stripe Barrier

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON [illegible] [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 12, 1979, as requested in Mr. Keasey's letter of March 22, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $375 - Federal Funds $338.

DATE 4-10-79	**SIGNATURE OF APPROVING OFFICIAL**	**TITLE** for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8691

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Pacific Highway West @ 5th Street (Eugene) Date April 6, 1979

Highway Pacific Highway West Contract No. 8689

County Lane Kind of Work Traffic Signal Installation Contractor Hamilton Electric, Inc.

	Authorized	Estimated
Contract Amount	51,469.58	50,995.00
Anticipated Items	2,100.00	2,160.00
	2,410.63	
Contingency (4½%)	6,376.37	
Increase Project Authorization 7-18-78	8,787.00	13,830.00
Engineering	5,356.96	8,900.00
Credits		
PROJECT COST	67,713.54	75,885.00
NET INCREASE $	8,171.46	12.1%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
Engineering	8,900.00	3543.04
(U) PA #1 - Install Traffic Signal Interconnect underground	6,805	6,805.00
(U) PA #2 - Supply & install five (5) luminair arms on existing poles and replace 1 pedestrian pole	2,000	2,000.00
(U) PA #3 - Install & adjust signal equipment	1,150	1,150.00
(U) SFO #3 - Widening of 5th Avenue by State Forces	3,500	3,500.00
(A) SFO #2 - Traffic Signal Controller Testing	1,660.00	1,060.00
(U) SFO #4 - Install 3 ea "Do Not Enter" Signs	375	375.00

Principal reasons for overruns (Continue on reverse side): PA #1 and PA #2 covered under Increase in Project Authorization 7-18-78. PA #3 - Signing modifications & signal head relocations necessary to bring project to current standards. SFO #2 - Project had two (2) signal controllers instead of the one (1) provided for under anticipated items. SFO #3 - 5th Street had to be widened to

(Continued)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Resident Engineer

Noted by O. B. Jackmond For Construction or Bridge Engineer

Confirmed by Division Engineer

Noted by Coulter Deputy State Highway Engineer allow room for trucks to make safe turn from Pacific Highway West. SFO #4 - 3 each "Do Not Enter" sings were installed at request of Region Traffic Engineer to upgrade the signing of this project. Region Traffic Engineer requested that the street widening work under SFO #3 be completed before the activation of traffic signals, delaying completion of project until State Forces completed street widening.

The overrun of engineering charges was due to use of survey crew and inspection to cover the above listed unanticipated work.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR
May 2, 1979

FILE:

FROM: Bryant Jackmond
Contract Admin. Engr.

Bryant Jackmond

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in
Project Authorization
Pac. Hwy. W @ 5th St.
(Eugene)
Contract 8689

This federal-aid traffic signal project is presently being semi-finaled and the need for an increase in project authorization is apparent. The project cost is anticipated to overrun that authorized by $8,171.46 or 12.1%.

The authorization had been increased by $6,376.37 in July of 1978 to cover work necessitated by a utility conflict. The project work was just beginning but no allowance for future contingencies was provided for in the increased authorization.

Later in the project, it was decided that 5th Avenue should be widened at a cost of $3,500. Signing modifications and signal head relocations were also necessary and this increased the project cost by another $1,525.

Engineering will also overrun that previously anticipated by $4,603. This includes $1,060 more for signal controller testing than provided for in the authorization. Engineering involved with the widening of 5th Avenue and the utility conflict were also major contributing factors in the engineering overrun.

The increased cost is eligible for federal participation except for approximately $800 of engineering.

A rough draft letter to the Commission and a copy of the Expected Overrun of Project Authorization form are attached.

OBJ:WR:mk

Attach.

cc: Alfred Shirley, Jr.
Ellis Jones
Robert Church

8684

8

March 30, 1979

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

Gentlemen:

Time Extension
Pacific Hwy. West @ 5th Ave. (Eugene)
Lane County
FAP No. TOM-1049(1)
Contract No. 8689

Your request of an increase in calendar days in which to complete the above project has been given careful review. A 64-calendar day extension is hereby granted for delays caused by the revisions to the traffic signal installation. This extension will eliminate all liquidated damages.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ji

bc: C. T. Keasey
Robert Church
Alfred Shirley
Ellis Jones
FHWA

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8689

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 27, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Pacific Hwy. West @ 5th Ave.
(Eugene)
Lane County
Contract No. 8689

Hamilton Electric, Inc., has submitted a request for an increase of 64 calendar days on the above traffic signal project. A design change which required luminaires to be added to the strain poles and replacement of a pedestrian pole is the reason for this request. This change was documented by Price Agreement No. 2.

The design change was initiated to eliminate six wood illumination poles in close proximity to the traffic signal poles being installed. The change was requested April 27, 1978 after the pole locations had been staked. The contractor had placed his order for the poles on March 7, 1978. The pole shop drawings were submitted to the resident engineer April 7, 1978 and received approval April 26, 1978. Over 100 days were lost obtaining and receiving approval of the revised pole shop drawings. Revised pole shop drawings were approved in August 1978.

The contract time overran by 64 calendar days. It is recommended the contractor be granted the 64 calendar days.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: Alfred Shirley
Ellis Jones

RECEIVED
STATE HWY ENGR
MAR 29 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

E-320 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 14, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 284 days, within which to complete our Contract No. 8689, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By

CONSENT OF SURETY

Date February 15, 1979

We, GREAT AMERICAN INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Genevieve A. Bernhardt
Genevieve A. Bernhardt
Attorney-in-fact

(SEAL)

not required by law
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8689 Contractor Hamilton Electric, Inc.

Highway Pacific Highway West

Section Pacific Highway West @ 5th Avenue (Eugene)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Sixty-four (64) calendar days granted for delay resulting from revisions in signal installation.

Recommended for Approval:

Regional Engineer

O. B. Jackmond
Construction Engineer ~~or Bridge Engineer~~

F S Coulter
State Highway Engineer

Contract No. 8689
Project designation Federal (TQM-1049(1))
State-Federal
Date awarded 27 February 1978
Work started 28 April 1978
Per cent completed 100% 19 December 1978
Date
No. of Workdays Allowed 220
No. of Workdays Used 284
No. of Added Workdays Requested 64

SP*67865-734

HE HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

O.S.H.D. Contract #8689, Pacific Highway West @ 5th Avenue

The Oregon Transportation Commission accepted our proposal on February 27, 1978 and the calendar day count began on March 11, 1978. The 220 day time limit ran until October 16, 1978. We issued our purchase order for all materials on March 7, 1978 which was on a timely basis. A copy of our original proposed work schedule which was furnished to the OSHD is enclosed. On April 10, 1978 we received original pole drawings and submitted them to the Resident Engineer for approval (copy attached). The drawings were approved on April 17, 1978 and returned to us on April 26, 1978 (copy attached). On June 7, 1978 price agreement #2 (copy attached) was initiated for this project. This price agreement was to install 3 luminaire arms on existing strain poles and replace one pedestrian pole. We received a June 26, 1978 letter from our supplier (copy attached) indicating that changes would extend the time required for the production of poles and would require 12 to 14 weeks after receipt of approved drawings to manufacture and ship the poles. The revised pole drawings were submitted to the Resident Engineer on July 28, 1978for approval (copy attached). The revised pole drawings were approved on July 31, 1978 which was a total of 105 days from the date the original pole drawings were approved. On August 10, 1978 the pole drawings were returned to us from the Resident Engineer (copy attached) and on August 14th additional pole drawings were submitted to the Resident Engineer for approval (copy attached). On August 16th the approval drawings were forwarded to us from the Resident Engineer (copy attached).. In our opinion the approximate completion date, early in September 1978 would have been met if no delay had incurred due to the pole revisions in price agreement #2. The poles were received on the job site on November 15, 1978, 13 weeks after the order was placed and 30 days after the scheduled completion date. At that time the job progressed in a normal manner until it was completed on December 19, 1978. A total of 34 days elapsed from the time the poles were delivered to the job site and until the project was completed. In view of the 105 day delay, between the approval of the original pole shop drawings and the revised pole shop drawings, we feel that a 64 day extension in the contract is justified. A bar chart showing the dates listed above in a graphic manner is attached.

2 2 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

8689

1859

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAR 28 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE: March 13, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQM-1049(1)

Contract 8689 , Work Completed December 19, 1978

Project Pac. Hwy. W @ 5th Ave. (Eugene)

Highway Pacific West

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 9/26/78

G.K.
G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
MAR 27 1979
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlees
Widmer
Gebauer
Church

Form 81-734-3122 (Rev. 7-77)

8111

STATE COPY

7-[illegible]-78

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H. S. Coulter)

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon

IN COMPANY WITH Ellis Jones and Jim Gix, OSHD	TQM-1049(1)

DATE OF INSPECTION 9-26-78	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO.

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED - %	WORK COMPLETED 100 %

PACIFIC HWY. WEST @ 5th AVE. (EUGENE)
PACIFIC HWY. WEST
Traffic Signal Installation

Description

This project provided for the installation of a traffic signal and the subject intersection.

Scope of Inspection

The completed work was reviewed in the field.

Finding

The project appears to have been constructed in conformance with the contract and acceptance is recommended.

10-3-78
ey Kenny

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

86-1

STATE OF OREGON

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

INTEROFFICE MEMO

TO: Alfred Shirley, Jr.
Region 3 Engineer

DATE: September 20, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: "Turnkey" Signal Project
Pacific Highway West at 5th Avenue
Eugene-Lane County
Contract No. 8689

NOTED
E. S. HUNTER

We feel that there would be some benefit derived from an interim progress report on the above subject project. As you know, this was our first project of this type and we are very much interested in knowing what problems were encountered that may be unique to this type of project. We would welcome any comments that would help us to evaluate this project with the possibility of utilizing "Turnkey" methods on future projects.

We are proposing to have John Irwin from this office, monitor the work and submit future analysis of what problems may arise. He would be working in liason with the Resident Engineer.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

WRZ:df

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES

SEP 21 '78

REFER TO

FOr

Info	Inves	K/D	[illegible]	[illegible]	[illegible]	File

81-125-1387

8681

DATE: July 5, 1978

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

Agenda
July 18, 1978
IE-5

SUBJECT: Request for Increased Project Authorization
Pacific Highway West at 5th St. (Eugene)
Contract No. 8689

This federal-aid traffic signal project is approximately 5 percent complete and an overrun of $6,376.37, or 10.4 percent, is anticipated.

Two oversights in the contract have occasioned this overrun. This is a "turnkey" type project on which we provide a minimum amount of data and the contractor is responsible for the preparation of drawings and completing the installation. The contract gave the contractor the option of going above or below ground with interconnect wiring with the State responsible to obtain clearance from the local utility company if the wiring was to be overhead. Subsequently it was determined that the local utility would not permit the overhead installation. The added cost of going underground is $6,805.00. It also became necessary to remove some existing wood illumination poles and move the illumination to the steel poles being installed under this project in order to avoid an undesirable "side by side" pole installation. The cost of this work is $2,000.00. Both of the changes are federal-aid participating.

Your approval is requested for an increase of $6,376.37 to a new total authorization of $67,713.54. This matter will be on the consent calendar for your July meeting.

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
Ellis Jones
Robert Church
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

July 25, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engr.

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased
Project Authorization
Pacific Highway West at
5th St. (Eugene)
Contract No. 8689

This federal-aid traffic signal project is approximately five percent complete and an overrun of $6,376.37, or 10.4, percent is anticipated.

Two items are involved in the overrun. First, the contract was advertised, bid and awarded allowing the contractor the option of installing the interconnect circuit underground or overhead and "If overhead, the State will obtain the necessary clearance from the local utility company engineer". The contractor elected to go overhead and we then found that the local utility (EWEB) would not permit the overhead installation. The added cost of the underground work, $6,805.00, is covered by price agreement. FHWA approval of this price agreement has been obtained.

The second item involved in the overrun was the need to move the existing illumination to the project strain poles and remove the existing wood illumination poles in order to avoid having two poles side by side at each corner of the intersection. This work is covered by a price agreement in the amount of $2,000.00 and has FHWA approval.

This is a "turn key" type project on which we provide the basic requirements to be met and the contractor prepares the necessary drawings, catalog cuts, etc... It is apparent that our preliminary engineering was incomplete.

It is recommended that an increase of $6,376.37 be approved to a new total project authorization of $67,713.54. PCRB approval is not required since the underground work is not "additional work" but was provided as an option in the original contract.

A rough draft letter to the Transportation Commission is attached.

OBJ:mk

Attach.

cc: Alfred Shirley, Jr.
Ellis Jones
Bob Church

#8639 4-17-78

8

U.S. DEPARTMENT OF TRANSPORTATION . FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-1049(1)

STATE PROJECT NO.
See Below'

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
73504

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER FAU 1049
2-1-78	3-13-78	STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"Pacific Highway (99W) West at 5th Street (Eugene)"

GENERAL DESCRIPTION OF WORK:

Signal Control Testing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN [illegible]~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 13, 1978, as requested in Mr. Keasey's letter of 4-7-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $600, Federal funds $540.

NOTED
F. B. KLABOE
Swan
4-25

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-17-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8689

9

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinne
Alfred Shirley
Ellis Jones
L. E. George

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 10, 1978

Hamilton Electric, Inc.
232 West 5th
P. O. Box 708
Eugene, OR 97440

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 8689 for traffic signal installation on the Pacific Highway West at 5th Avenue in Eugene, Lane County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dde
Enclosure

cc Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

8689

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Ellis Jones
L. E. George
SAIF
Fran

February 28, 1978

Hamilton Electric, Inc.
232 West 5th
P. O. Box 708
Eugene, OR 97440

Gentlemen:

The Oregon Transportation Commission on February 27 accepted your proposal for traffic signal installation on the Pacific Highway West at 5th Avenue in Eugene, Lane County, for the sum of $31,469.58 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8689.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 11, 1978.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8684

2-1-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQM 1049(1)
STATE PROJECT NO. See Below
COUNTY NAME Lane
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. 73504

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED: 2-1-78
DATE AUTHORIZATION EFFECTIVE: 2-1-78
FEDERAL ROUTE NUMBER: FAU 1049
STATE ROUTE NUMBER: Primary 1W

GENERAL LOCATION:
"99W at 5th Avenue (Eugene)"

GENERAL DESCRIPTION OF WORK:
Traffic Signal Installation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify): Pavement Striping $500
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you re authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1-30-78 request and certifying statements are accepted.

PS&E Documents for the subject project have been reviewed and are approved at a total estimated cost of $61,977, Federal Funds $55,779.

A signed copy of the Title Sheet is returned herewith.

Swan where
3-1

DATE: 2-1-78
SIGNATURE OF APPROVING OFFICIAL:
TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5487

1W

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR / 1/24/78
Donald L Rout

2-23-78 Bid Letting ____________ All Clear Deadline

SECTION 99W @ 5TH AVE. (MCKINLEY ST. EUGENE)
Highway Pacific West
County Lane Region 3
Type of Work Signal Instal Funds Trans T-Key
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	Statewide. - No problems
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	

8689

J

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Equitable Center, Suite 100
530 Center St, NE.
Salem, Oregon 97301

DATE: January 5, 1978

In reply refer to: HB-OR

SUBJECT: Oregon Project No. TQM-1049(1)
99W @ 5th Ave/McKlinley Street (Eugene)
Traffic Signal Installation

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

By December 15, 1977 memorandum, Mr. Swan provided additional information and requested our concurrence in contracting subject project under a "Working Drawing" concept.

It is not clear as to how utility conflicts are going to be handled. We must assure that the contract documents will clearly delineate the contractor's responsibility.

I concur in the request, however, my concurrence is limited to subject project and with the assumption that the above concern will be properly covered in the contract documents. Too, you are requested to provide a report upon completion of this project giving a complete evaluation of the advantages and disadvantages of this type of contract.

G. K. Hossner
for G. L. GREEN

cc:
D. E. Swan, Mgr, Fed aid Sect

N
E. S. HUN

RECEIVED
TECHNICAL SERVICES
JAN 6 '78
REFER TO George
FOR

Info	Invest.	R/D	D/R	Sign	Act	File

Orig-Swan cy

1-9-78

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 15, 1977

NOTED
S. HUNTE

RECEIVED
TECHNICAL SERVICES

DEC 20 '77

REFER TO

FOR

Info	Inve.	R/D	D/R	Sign	Act	File

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By:
D. E. Swan

FROM: D. E. Swan
Manager, Federal Aid Section

SUBJECT: Traffic Signal Installation
Item No. 80071
Project No. TQM-1049(1)
99W @ 5th Ave./Mcklinley St. (Eugene) Sec.
Pacific West Highway
Lane County

The subject project has been rescheduled for the February 23, 1978 bid opening and we request your concurrence in the concept that the contractor supply certain items of information not required in the past for this type of work. The informational items that are to be furnished by the contractor consist of "Working Drawings" showing pole locations, electrical wiring layout, signal head locations, etc. The Special Provisions and Notice to Contractor will alert prospective bidders of this requirement.

The contractor will be furnished with all of our current state traffic signal specifications and standard detail drawings along with information applicable to the project location. This data will supply all of the necessary design details and instructions needed by the contractor to prepare the "Working Drawings".

The basic problem that initiated the "Working Drawing" concept is an increased workload of traffic signal projects resulting from safety programs financed with Title II and regular federal-aid funds. Since these safety programs cannot be considered permanent in nature, it is not desirable to staff on a permanent long-term basis for this type of project.

The savings that will be realized from having the contractor do the "Working Drawings" involve both time and money. This will result in a more rapid accomplishment of Oregon's overall highway safety program providing safer operating conditions for the motorist in a shorter time span at a greater number of locations.

The utility problems at the project location will be handled under our present practice. The Region Utility Engineer will be required to provide the guidance and direction necessary for adjustment of any utilities.

JLG:dpy
cc: E. S. Hunter
J. H. Versteeg
L. E. George
Jack Sullivan
Alfred Shirley, Jr. (Region 3)

8

STATE OF OREGON

INTEROFFICE MEMO

D. H. Moehring
Program Management Engineer

TO: Attention: D. E. Swan
Federal Aid Engineer

DATE: November 14, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Installation
Pacific Highway West at 5th Avenue
Eugene

NOTED
E. S. HUNTER

The Federal Highway Administration has refused PS and E authorization for the October bid opening for the traffic signal installation at Pacific Highway West at 5th Avenue (Eugene). The approval was refused on the basis that the project was a turnkey traffic signal project. The project proposal was never intended to take the form of a turnkey project in the sense that the contractor would be asked to do professional engineering or design work.

This particular project is different than past traffic signal contract projects in that we are requesting the contractor to supply certain items of information not normally supplied with traffic signal projects but routinely supplied with other contract projects. The informational items that are to be furnished by the contractor under the project proposal consist of "working drawings" that would show the pole locations, the electrical wiring layout for the intersection and appropriate dimensions for the signal head locations, et cetra. The design work for the traffic signal installation has already been accomplished in the State's standard detail sheets which stipulate all traffic signal design elements that are to be used in the preparation of the working drawings.

This office is in the process of revising the specifications to emphasize this aspect of the project. Would you please resubmit the project on the revised basis for an appropriate bid opening at such time as the revised specifications are available to you. It is also requested that the new transmittal requesting PS and E approval contain the information in the second paragraph of this letter.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

LEG:ds

cc: E. S. Hunter
J. H. Versteeg
Jack Sullivan
Alfred Shirley, Jr.

RECEIVED
TECHNICAL SERVICES
NOV 15 77
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1387

1W

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/21/77
Donald L Ront

10-20-77
~~9-22-77~~
~~8-25-77~~ Bid Letting ______ All Clear Deadline

SECTION 99W AT 5TH AVE. (McKINLEY ST. EUGENE)
Highway Pacific West
County Lane Region 3
Type of Work Signal Installation Funds HHS T-KEY
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	statewide - No problems
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

8689

September 19, 1977

City of Eugene
City Hall
Eugene, OR 97401

MISC. CONTRACTS and
AGREEMENTS No. 6205

Attention: S. F. Flogstad
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Pacific Highway West at 5th Avenue in Lane County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (conf. agree. att.)

#8689 8-24-77 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. See below

STATE PROJECT NO. See below

COUNTY NAME Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. Various

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-24-77

FEDERAL ROUTE NUMBER ---

STATE ROUTE NUMBER ---

GENERAL LOCATION:

Various

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program changes

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-23-77, I approve the program changes as follows:

Now Programmed			Change		
Item	Project	Appn Code	Project	Appn Code	
87	HHS-3(1)	142	TQF-3(1)	124	#8642
70552	HHS-81(1)	145	TQF-81(1)	124	
70553	HHS-81(1)	145	TQF-81(1)	124	#8690
70555	HHS-81(1)	145	TQF-81(1)	124	
73504	HHS-1049(1)	145	TQM-1049(1)	124	#8689
71557	HHS-9064(1)	145	TQM-9064(1)	124	

DATE 8-24-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE For DivisionAdministrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-611-850

8684

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-1049(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 73504

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO Rulien
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-21-77

FEDERAL ROUTE NUMBER FAU 1049

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"Pacific Hwy. West at McKinley St. -5th Ave. Section" (Eugene)

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work. TEC $2,000 - FF $1,800.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 3-10-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

Also, as requested in Mr. Rulien's 3-10-77 letter, you are authorized to proceed with the work as shown above.

DATE 3-21-77

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible] for

TITLE DIvision Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8649

0

February 14, 1977
Salem, OR 97310

Gary A. Potter, Manager
Environmental Section

L. W. Rulien
Program Management Engineer

Statewide Assessment
Pacific Highway West @ McKinley St./
5th Ave.
Proposed Signal Project: Title II,
Sec. 209
Eugene, Lane County

The proposed project provides for a 3-phase, traffic actuated, possibly mastarm mounted traffic signal at the intersection of Pacific Highway West (Hwy. 99) and McKinley St./5th Ave. Two large scale diagrams have been attached for both the intersection layout and the existing typical sections. No new right-of-way will be needed, though some overhead utilities may require adjustment. The project is estimated to cost $50-60,000.

The 1975 ADT on Hwy. 99 was 27,100 vehicles just 0.7 mile north of the project intersection (0.01 mile south of Roosevelt Blvd.). From 1971-74 there were an average of 10.5 accidents per year.

The signal is requested because it meets 3 out of the 5 warrants for traffic signals: Minimum Vehicular Volume, Interruption of Continuous Traffic, and Accident Experience. The project is tied for the number 1 ranking on the Statewide Traffic Signal Priority List.

Adjacent land use is predominantly in older commercial developments with no residential use in the vicinity. The major purpose of these intersections is to allow access to a large industrial area of the city from north and east.

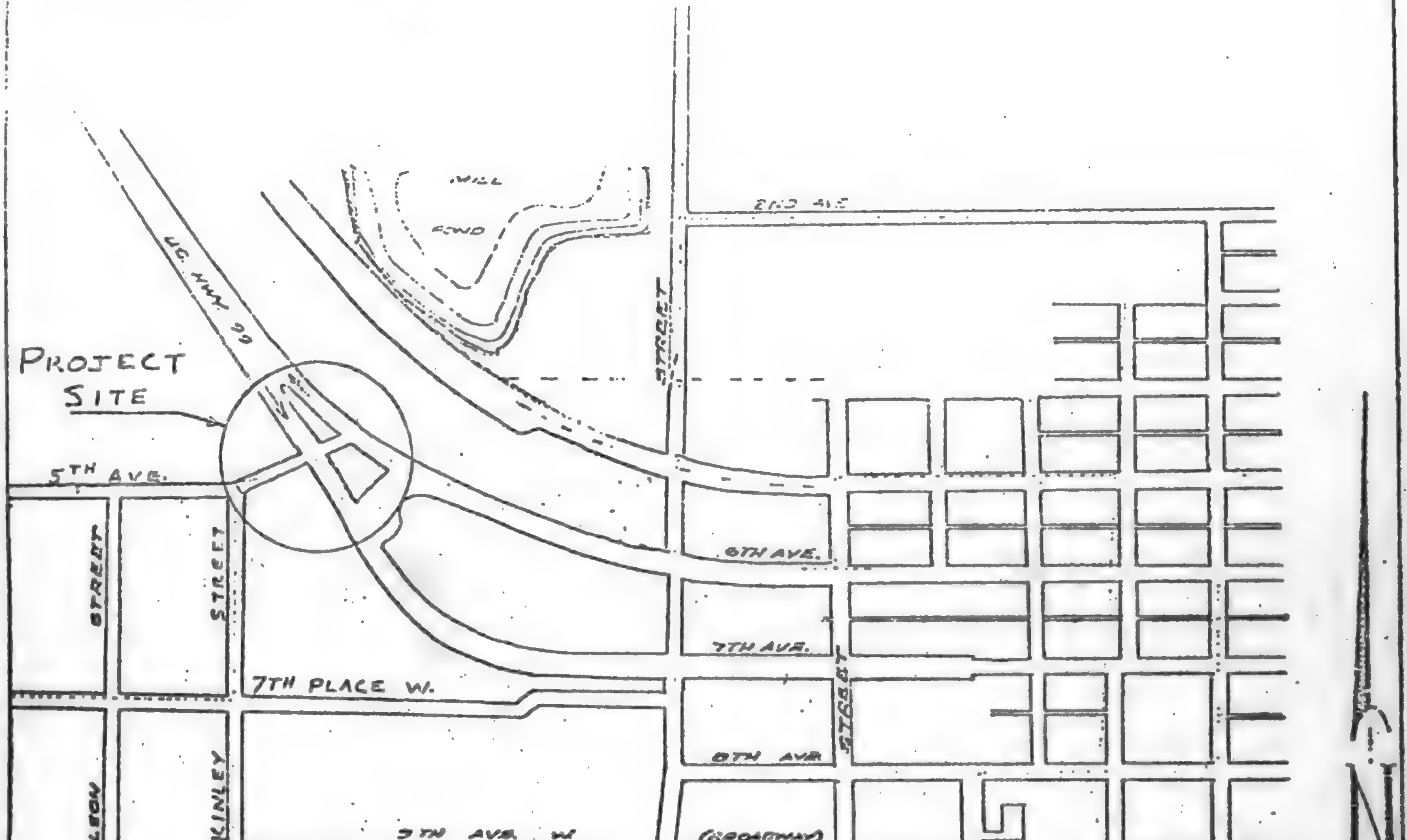
The subject project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required and that this project is of a type for which the Statewide Assessment on Safety Projects is applicable. The Statewide Assessment classified this project as Non-Major.

GAP:ss

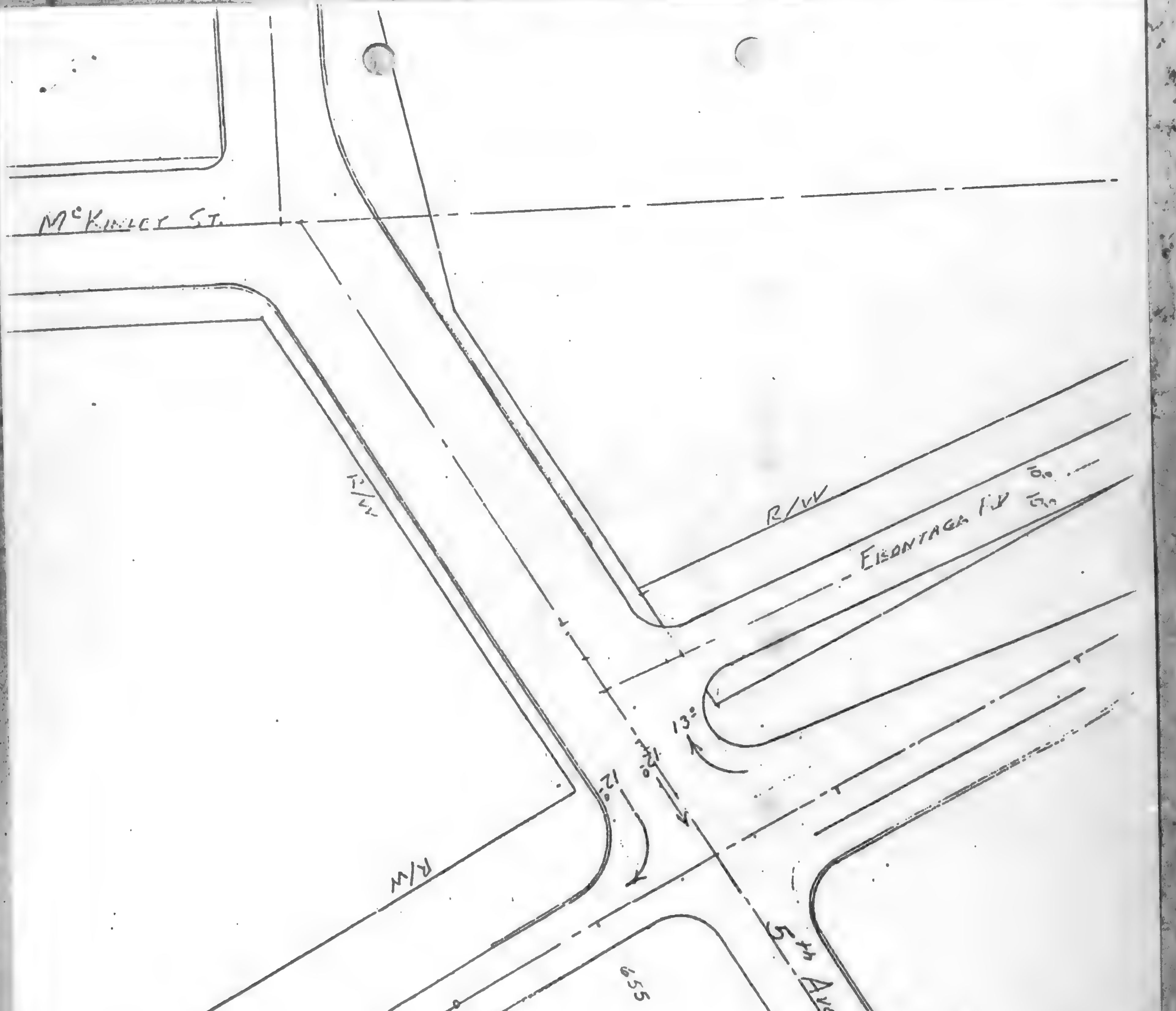
Attachments

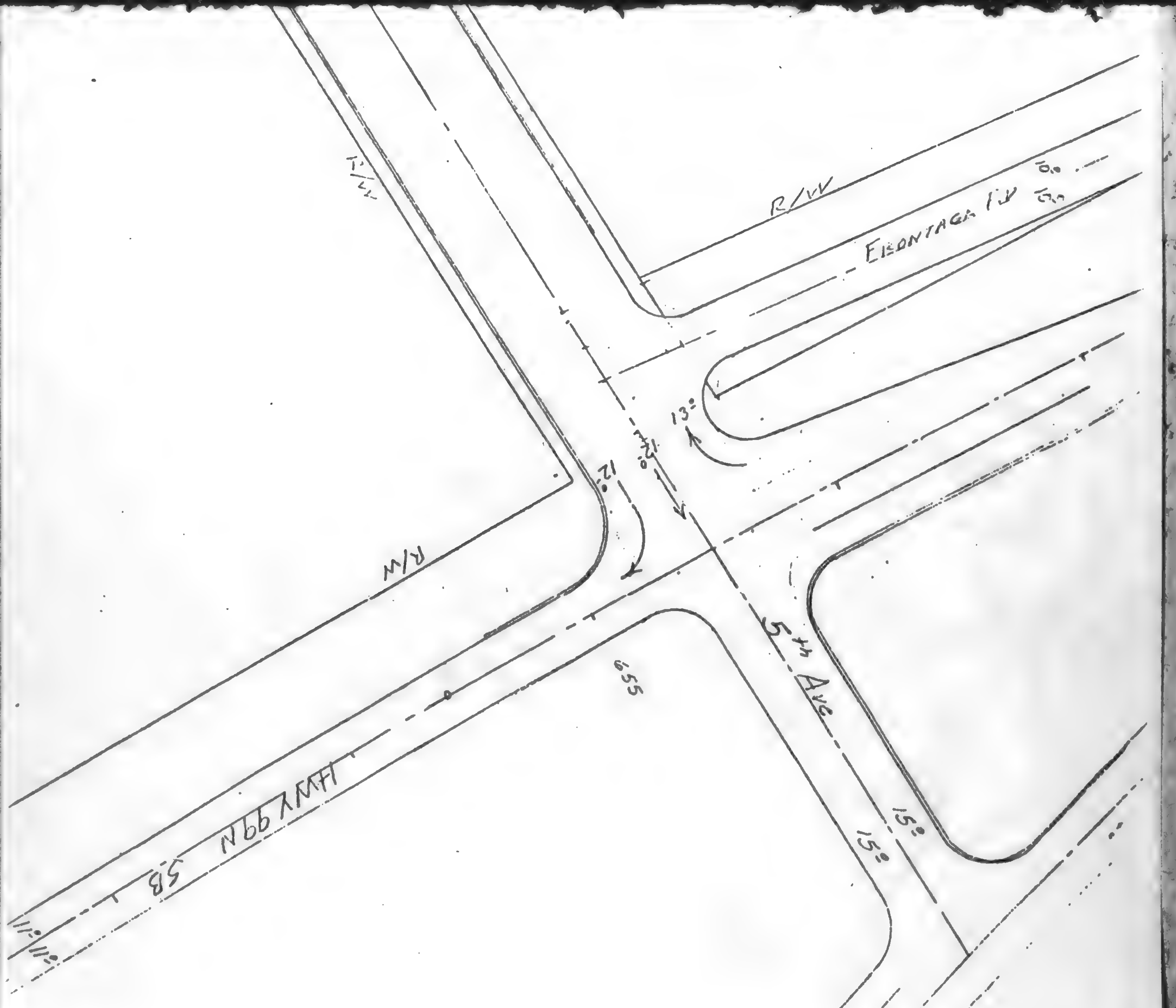
cc: E. S. Hunter
Alfred Shirley, Jr. w/attach
Eb Engelmann w/attach
L. E. George w/attach

bc: George Ramjoue' w/attach
Bill Kappus-FHWA
Shirley Ziebart



TRAFFIC SIGNAL
Highway 99 @ 5th Avenue
Northwest Section City of Eugene, Oregon


McKinley St.
R/W
R/W
Frontage Rd
13°
12°
13°
5th Ave
655
15°
15°
R/W
HWY 99N SB
HWY



R/W
R/W
FRONTAGE Rd
10'
10'
13'
12'
12'
R/W
655
5th Ave
HWY 99N SB
11'
11'
15'
15'
R/W
HWY 99N NB
11'
11'
R/W
N.

8690 Cox Creek Elm St. (Albany) 1978
Sec. of Albany-Jct. City Hwy.
(Paving)

#8690

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 2-26-81	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. F-3(3)
COMPLETION DATE 9-18-78	ACCEPTANCE DATE BY CONTRACT AGENCY 6-17-80	TIME ELAPSED $\frac{179}{175} = 103$ %	CONTRACT TIME 175 CWD
APPROVED EXTENSIONS 4 CWD	LOCATION Hwy. 99E, 0.59 miles north of the SCL of Albany, Oregon and extends north 2.81 miles.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COX CREEK-ELM STREET SECTION
ALBANY-JUNCTION CITY HWY. (ALBANY)
A.C. Overlay

This project provided for the removal of approximately 1½" of existing A.C. over a PCC pavement and placement of a 4" A.C. overlay.

The final project cost underran the original estimate by approximately 19.2%. The majority of the 19.2% is made up of underruns in A.C. items (10%), traffic control items (4%) and contingencies (4%).

Final inspections of the completed project were made September 26, 1978 and January 26, 1981. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
MAR 4'81
REFER TO Beasey
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

cy to: 3-4-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 3-3-81	TITLE Field Operations Engineer — DATE 3-3-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

81

STATE COPY

cy: State (H S Coulter) 1-26-81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 5	COUNTY Linn	DIVISION Oregon

IN COMPANY WITH: --

Original Signed By
WILLIAM H. KAPPUS
Area Engineer

DATE OF INSPECTION 1-26-81	INSPECTION MADE BY W. H. Kappus, Area Engineer	PROJECT NO. F-3(3)

QUALITY OF WORK* --	PROGRESS OF WORK --	TIME ELAPSED -- %	WORK COMPLETED -- %

COX CREEK-ELM STREET
ALBANY-JUNCTION CITY HWY. (ALBANY)
A.C. Overlay

The purpose of this inspection was to evaluate the condition of the A.C. pavement two years and four months after the final inspection at which time a severe bleeding condition made the project unacceptable. The Oregon State Highway Division has submitted a project report (attached to this report) and has requested project acceptance.

On January 26, 1981, I inspected the project. The pavement has stopped bleeding and the slickened areas discussed in report 2 appear to have stabilized. Several areas, selected at random, were checked for rutting. With the exception of the Hill Street intersection, very little rutting was found. The rutting at the Hill Street intersection does not appear to have increased significantly since the September 26, 1978 final inspection. Several cores were cut November 1, 1978 and analyzed with no conclusive results. In all cases the sample met the specifications of one or both of the two plants supplying the mix. Project records lacked the information necessary to identify the specific plant source of the material in the core. In April 1979 skid friction tests were conducted with results indicating acceptable skidding resistance.

As a result of problems on this project and others, a specification has been developed and implemented restricting the intermingling of A.C. mixture produced from more than one job mix formula. Placement record keeping has also received additional emphasis.

Based on the factors discussed above, the remedial action taken by OSHD and the performance of the A.C. pavement, acceptance of this project is recommended.

Attachment

RECEIVED
STATE HWY ENGR
FEB 12 '81
REFER TO Keasey
FOR
Info
Inves
R/D
D/R
Sign
Act
File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8190

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 9-82		County Linn
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-3(3)
MODIFICATION NUMBER 2	9 - 4 8	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 4, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 921,655.00	$ 805,104.00
Federal funds	$ 790,779.00	$ 690,779.00
Other revisions		

This modification is made for the following reasons: To release funds, due to decrease in construction costs, which will be used in other lapsing funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of September, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highw Division
Salem, Oregon September 4, 1980

Federal Aid Project
No. F-3(3)

Cox Creek-S. Elm St. (Albany) Section
Albany-Junction City Highway

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE Preliminary Engineering		All Required	$ 27,500.00
Type Code 6201 Roadway (Sta. 349+10 to Sta. "NB" 505+50) Subtotal of previous estimate of March 30, 1978			$787,802.50
Previous Estimate			
Flagman	2600 hr	19.00	$ 49,400.00
Class "B" Asph. Conc. Mix	31,000 ton	9.25	286,750.00
Asphalt Cement in Mix	2,020 ton	85.00	171,700.00
			$507,850.00
Revised Estimate			
Flagman	1,729 hr	19.00	$ 32,851.00
Class "B" Asph Conc Mix	24,730 ton	9.25	228,752.50
Asphalt Cement in Mix	1,525 ton	85.00	129,625.00
			$391,228.50
		Difference	$116,621.50
		SUBTOTAL	671,181.00
		Engineering	106,423.00
		TOTAL	$777,604.00

Length of project --------------- 2.962 mile
Cost of Roadway Per Mile --------$262,526.67

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 27,500.00	$ 23,595.00	$ 3,905.00
Roadway	777,604.00	667,184.00	110,420.00
TOTAL	$805,104.00	$690,779.00	$114,325.00

Group 1	100%
Contract No.	8690
Prefix	22-1080
Prefix	22-1950

8690

STATE COP

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 4-37
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-5-78

Form Approved; O M B No. 04-R2089
State Oregon
County Linn
Project Number F-3(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 4, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,000	$ 921,655
Federal funds	$ 7,722	$ 790,779
Other revisions		

This modification is made for the following reasons: Increase of preliminary engineering costs and adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of April, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon, March 30, 1978

Federal Aid Project
No. F-3(3)

COX CREEK - S. ELM ST. (ALBANY) SECTION
ALBANY - JUNCTION CITY HIGHWAY
LINN COUNTY

Revised Project Agreement Estimate.

Type Code PE

Preliminary Engineering	All Required		$ 27,500.00

Type Code 6201
Roadway (Sta. 349+10 to Sta. "NB" 505+50)

Mobilization	All Required		$ 20,000.00
Temporary Protection and Direction of Traffic	All Required		30,000.00
Temporary Signs	1,092 Sq. Ft.	$ 4.00	4,360.00
Temporary Barricades	20 Each	65.00	1,300.00
Temporary Plastic Safety Markers	15 Each	65.00	975.00
Flagmen	2,600 Hour	19.00	49,400.00
Pilot Car	100 Hour	25.00	2,500.00
Removal of Structures and Obstructions	All Required		4,000.00
Cold Plane Pavement Removal	48,800 Sq. Yd.	1.10	53,680.00
General Excavation	1,670 Cu. Yd.	3.75	6,262.50
Aggregate Shoulders	350 Ton	7.00	2,450.00
Cement Treated Base Mixture	3,200 Ton	7.25	23,200.00
Portland Cement in CTB Mixture	180 Ton	65.00	11,700.00
Class "B" Asphalt Concrete Mixture	31,000 Ton	9.25	286,750.00
Asphalt Cement in Mixture	2,020 Ton	85.00	171,700.00
Sealing Pavement Cracks	3,000 Lin. Ft.	0.65	1,950.00
Asphalt in Tack Coat	37 Ton	140.00	5,180.00
Asphalt Rubber Chip Seal	3,850 Sq. Yd.	7.00	26,950.00
Raise Deck Joint	382 Lin. Ft.	85.00	32,470.00
Expansion Joint Repair	88 Lin. Ft.	65.00	5,720.00
8-inch Sewer Pipe	75 Lin. Ft.	15.00	1,125.00
Concrete Inlets, Type G-1	1 Each	450.00	450.00
Guard Rail, Type 2A	395 Lin. Ft.	13.00	5,135.00

Extra For Guard Rail Bridge Connections	3 Each	$200.00	$ 600.00
Rail End Pieces, Type C	1 Each	110.00	110.00
Sidewalk Ramps	35 Each	75.00	2,625.00
Extra for Asphalt Approaches	164 Each	75.00	12,300.00
Adjusting Manholes	21 Each	185.00	3,885.00
Adjusting Inlets	48 Each	75.00	3,600.00
Mono-Direction Crystal Type 1 Markers	780 Each	2.75	2,145.00
Bi-Direction Yellow Type 1 Markers	660 Each	3.00	1,980.00
			$774,502.50

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 5,000.00
Temporary Pavement Striping (S.F.)	All Required	7,000.00
Temporary Erosion Control (E.W.)	All Required	500.00
On-The-Job Trainees (1 at $800)	All Required	800.00
		$ 13,300.00

Subtotal	$787,802.50
Engineering	106,352.50
Total	$894,155.00

Length of Project - - - - - - - - - - -	2.962 Mile
Cost of Roadway Per Mile - - - - - -	$301,875.42

Work Retained in Program Status (Not included in amounts below)		
Furnish and Install Pavement Planer Teeth	All Required	$ 12,000.00
Replace Signal Detecter Loops	All Required	10,000.00
Bikeway Signs and Striping	All Required	700.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 27,500.00	$ 23,595.00	$ 3,905.00
Roadway	894,155.00	767,184.00	126,971.00
Total	$921,655.00	$790,779.00	$130,876.00

Group 1	100%
Contract No.	8690
Prefix:	22-1080
Prefix:	22-1950

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-36	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-4-77	State Oregon County Linn Project No. F-3(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E., 0.59 mi. N. SCL Albany, N. 2.81 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3/9/77	2.81
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,000	$ 7,722

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator AUG 04 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 28, 1977

Federal Aid Project
No. F-3(3)

COX CREEK-ELM ST. (ALBANY) SECTION

ALBANY-JUNCTION CITY HWY. IN LINN COUNTY

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$9,000.00
	TOTAL	$9,000.00

Length of Project - - - - - - - - - - - - 2.81 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 9,000.00	$ 7,722.00	$ 1,278.00
Retain in Program			
Construction	171,000.00	146,718.00	24,282.00
TOTAL	$180,000.00	$154,440.00	$25,560.00

PREFIX: 22-1950 P.E.

8690

June 23, 1980

Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

COM 3
Contract #8690

Gentlemen:

Contract No. 8690 awarded to Morse Bros., Inc. for paving on the Cox Creek-South Elm Street (Albany) Section of the Albany-Junction City Highway in Linn County was completed on September 18, 1978, and accepted by the State Highway Division on June 17, 1980.

The total contract amount is $664,918.93 including $16,322.62 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert N. Gormsen
COMMISSION SERVICES

dma

cc: Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

bc: C. T. Kenney
Walt Hart
V. E. Shang Attn: Dick Hoeck
C. O. Fredrickson

22-1080 ~~——~~ Albany

Narrative Report
Cox Creek-Elm Street(Albany) Section
Albany-Jct. City Highway

Contract 8690 Lin. Co.

This was an overlay project approx. 3.0 miles in length inside the City of Albany on the Pacific Highway East (Pacific Blvd.) which also involved roto-mill planer pavement removal and bridge deck seals.

In connection with the deck seals and overlay, raising of the expansion joints on the S P R R overcrossing structure was necessary. Due to the heavy traffic on the overcrossing the work was done at night. In spite of working at night, the weather was so hot that the joints were nearly closed when the work was being done. For removal of the old copper waterstops the contractor used a 20 lb. jackhammer with cut-down bits to get into the narrow openings. In a good many places (to some extent on every joint) the bottom corner of concrete at the joint was broken off under the copper waterstop and some of the reinforcing steel exposed. This damage was not noticed at the time the work was done because of working at night, work being done 100% from the top, and because of no knowledge of this type of damage having occurred on other jobs, the inspector had no reason to go under the structure to look. The damage was discovered by a routine bridge inspection and has since been repaired by the contractor at his expense. Some type of weather (temperature) limitation on this type of work in the specifications might be considered. At least inspectors involved in this type of work should be forwarned to look for this type of damage early in the work.

Price Agreement Number 5 was initiated and approved for the use of AR-4000 asphalt for the rubber asphalt chip seal. The specifications allow only AR-1000 or AR-2000 but it seems to be standard practice for contractors to ask for and receive permission to use AR-4000 because they have it on hand. There doesn't seem to be any reason not to use it. Our spec's should be changed to allow it without the necessity of a Price Agreement every time.

Cold plane pavemen t removal: The special provisions called for removal of all of the A C and from ¼" to ½" of the underlying P C C. Variations in the surface of the P C C (which, of course, could not be seen ahead of the machine) were much more than ¼" on a good many of the slabs with as much as 1" or more difference between opposite corners of some slabs. This made it impossible to stay within the maximum and minimum limits as specified. A Price Agreement was written and approved to change the wording of the specifications to "_______ to a maximum of ½" ". This is the way the machine was run - cut a maximum of ½" . Unfortunately this left one corner of some slabs completely uncut and with a lip of up to ½" between slabs at the joints. This lip was remedied by feathering with a fine A C mix and placing petromat over them. I would recommend on future jobs that this specification be changed to: "removal of 100% of the A C and a minimum of 1/8" of the underlying P C C" with no maximum demension specified.

REFERRED TO
Board
Stoudenmeyer
Cole
Sample
Eriksen
✓ Watson
Hager
Dorn
Leu
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BY FINAL DESIGN ENGINEER
Prepare Ltr of acknowledgement

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RECEIVED
AUG 8 1979
CONSTRUCTION BRANCH
Kosey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

After completion of the project there was a great deal of concern voiced about bleeding of the A C in the first block each side of the Hill Street Intersection. Most of the excess asphalt was worn off over the winter months and very little has shown up during the hot weather this summer. Skid tests showed that the skid factor was within satisfactory limits. Core samples taken from the street and testing of backup samples taken at the time of lay down show that the mix was within substantial conformance with the mix designs. The mix came from 2 different plants with different mix designs and this may have been a contributing factor. A new specification has been added to current jobs to eliminate this practice.

Keats Oliver
Resident Engineer
8/3/79

86.90

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: September 5, 1978

In reply refer to: HFO.7-OR

SUBJECT: Cox Creek-Elm Street Overlay (Pacific Hwy.)
F.A. Project F-3(3)
Linn County

FROM : G. L. Green, Division Administrator

NOTED
H. S. COULTER

TO : Mr. H. S. Coulter, State Highway Engineer
Oregon Department of Transportation
Salem, Oregon

We have attached a copy of our 8-21-78 inspection report for the subject project addressing our concerns regarding pavement construction, and the quality of the finished product.

As the review concludes, the project is presently unacceptable, and your evaluation is requested to determine the adequacy of the overlay, the causes of flushing, and any corrective measures contemplated.

G.K. Hosmer
for G. L. Green

Attachment

CTK
What if any corrective
measures should be taken?
HSC

RECEIVED
STATE HWY ENGR
SEP 6 '78
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓			✓	

8690

December 21, 1978

Morse Bros., Inc.
Post Office Box 7
Lebanon, OR 97355

Gentlemen:

Time Extension, Contract No. 8690
Cox Creek-Elm Street, Linn County
FAP No. F-3(3)

Your request for an increase in calendar workdays in which to complete the above project has been given careful review.

A four calendar workday extension is hereby granted based on the added loop detector work. This extension will eliminate all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ia

bc FHWA
C. T. Kassey
C. O. Fredrickson
Keats Oliver
Robert Church
Richard Hacek

FORM 81-734-3030

FILE: CON 5 #8690

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 19, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Cox Creek-Elm Street
Linn County
Contract No. 8690

Morse Bros., Inc., contractor on the subject project, has requested an increase of four calendar workdays in which to complete their contract. The additional time required to complete extra work is the basis of this request. Pertinent dates are:

Calendar workday count began	3-11-78
Work began	3-30-78
Time expired	9-14-78
Project completed	9-18-78
Excessive days used	4 days

The contractor requested four additional days due to the added work of replacing loop detectors. This work, which was an anticipated item, was covered by Price Agreement No. 7. The order for this work was written in the latter part of the project, and since this was not work normally performed by the contractor, time was lost in securing a subcontractor and necessary materials. All contract work was completed by September 12, 1978 prior to the elapse of the allowable contract time. Only the loop detector work remained. The contractor should be granted the time required to complete this work. It is recommended the four calendar workdays requested be returned to the contractor. This will eliminate all liquidated damages.

FHWA approval will not be required.

A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: C. O. Fredrickson
Keats Oliver

RECEIVED
STATE HWY ENGR
DEC 21 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 29, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 175 days to 179 days, within which to complete our Contract No. 8690, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Request an additional four (4) days for time required to complete extra work as required by O.S.H.D. (i.e. Price agreement No. 7 "Loop Detectors"). This work was not figured within the original 175 calander days.

Respectfully submitted,

Contractor

By

CONSENT OF SURETY

Date 12-1, 1978

We, SAFECO INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Roland N. King
Attorney-in-fact

Roland King
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8690 Contractor Morse Bros. Inc.

Highway Albany-Jct. City

Section Oak Creek-Elm Street(Albany)

Kind of Work paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

A four calendar workday extension is hereby granted for added loop detector work.

Recommended for Approval:
I concur with the Resident Engineer's recommendation.
Asst. Division Engineer

O. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

H. S. Coulter
State Highway Engineer

Contract No.	8690
Project designation (State-Federal)	F-3(3)
Date awarded	2/17/78
Work started	3/30/78
Per cent completed	100 [illegible] 9/18/78 (Date)
No. of Workdays Allowed	175
No. of Workdays Used	179
No. of Added Workdays Requested	4

SP*6296-734

86-96

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cox Creek-Elm Street (Albany)

WEEK ENDING: Oct 28 1978

SECTION PREFIX: 22-1080

HIGHWAY: Albany-Junction City

COUNTY: Linn

NAME OF JOB: Cox Creek-Elm Street(Albany)

KIND OF WORK: paving

CONTRACTOR: Morse Bros., Inc.

CONTRACT NUMBER: 8690

FEDERAL AID PROJECT NUMBER: F-3(3)

DATE OF CONTRACT: 2/27/78

DATE WORK STARTED: 3/30/78

ESTIMATED COMPLETION DATE: 9/18/78

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS: work 175

WORK DAYS USED

CALENDAR DAYS USED: 179

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 102

PROJECT AUTHORIZATION: $ 919,920.34

EXCLUSIVE OF ENGINEERING: $ 846,975.11

ENGINEERING AUTHORIZATION: $ 72,945.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING: $ 678,000

ENGINEERING COST TO DATE: $ 65,000

this week 1,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 81

ESTIMATED PERCENT UNDERRUN: - 20 %

PERCENT OF AUTHORIZATION: 89 %

DATE PROJECT WAS COMPLETED: 9/18/78

semi-final estimate will be submitted Oct 27th

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					2.96
MILES PARTIALLY COMPLETED					
MILES COMPLETED					2.96
TOTAL ESTIMATED QUANTITIES (CONTRACT)					31,000 T
TOTAL QUANTITIES CORRECTED TO DATE					24,623
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					24,623
AVERAGE DAILY QUANTITIES this week					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: dozer___, blade___, roller___, water wagon___, dump truck___, pkup___, flat bed truck___, paver___, tack cart___, loader___, cold plane machine___, backhoe___, broom___, distributor___, concrete saw___

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
OCT 30 1978
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Oct 23, 1978	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

semi-final estimate was submitted to Region Office on Friday.

PROJECT COMPLETED

FINAL REPORT

NEXT WEEK:

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#8610 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 10-17-78

LETTER OF APPROVAL)/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-3(3)

STA OJECT NO. See below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70122

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Primary 3
2-1-78	9-21-78	STATE ROUTE NUMBER	Primary 58

GENERAL LOCATION: Cox Creek - Elm Street (Albany)

GENERAL DESCRIPTION OF WORK:

Furnish and install 4 guardrail posts and blocks to convert 25 ft. of type 2A GR to type 3 GR.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [illegible]
[illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 9-21-78, as requested in Mr. Keasey's letter of 10-10-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for TEC NTE $300 - Federal Funds $257.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-17-78	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

170

4

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: June 30, 1978

In reply refer to: HRO.2-OR

SUBJECT: Oregon Proj. F-3(3)
Cox Creek - Elm St. (Albany)
Albany-Junction City Highway
Extra Work Order No. 3

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: Mr. C. T. Keasey, Construction

The subject work order which provides for furnishing and installing petromat strips over the existing expansion joints at locations designated by the Engineer is approved.

Any additional costs for furnishing and placing "D" mix A.C. material for the purpose of obtaining the originally specified surface profile is not eligible for Federal participation.

Appropriate project records should be maintained to isolate these expenditures.

G. L. Green

G. L. Green

CC:
Mr. D. E. Swan (Proj Mgt)

RECEIVED
STATE HWY ENGR
1 '78
REFER TO
FOR

Orig to

#8690

STATE COPY

- - 78

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

cc: OSHD (H S Coulter)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Linn	DIVISION Oregon
DATE OF INSPECTION 5/23/78	INSPECTION MADE BY W. H. Kappus, Area Engineer		PROJECT NO. F-3(3)

IN COMPANY WITH

Keats Oliver, OSHD Resident Engineer

LOCATION

This project is located on SR 99E, 0.59 miles north of the SCL of Albany, Oregon and extends north 2.81 miles (Cox Creek-Elm Street Section.)

CONTRACTOR NAME AND ADDRESS

Morse Bros. Inc., PO Box 7, Lebanon, Oregon 97355

AWARD DATE 2/27/78	CONTRACT AMOUNT $774,502.50	TIME ALLOWED 175 days	TIME STARTED 3/10/78	WORK STARTED 3/30/78
QUALITY OF WORK Unsatisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 42%	WORK COMPLETED 20%	

RECEIVED
STATE HWY ENGR
JUN [illegible]
REFER TO
FOR
Info Inves R/D D.R Sign Act File

REMARKS

6-2-78
cy Keasey

COX CREEK-ELM STREET
ALBANY-JUNCTION CITY HIGHWAY
Paving

This project is located on the Albany-Junction City Highway in the City of Albany, Oregon. The work consists of removing approximately 1½" of existing AC and approximately ¼" of existing PCC using a "cold plane pavement profiler" and placing a 4" AC overlay. Also included is the incidental work normally associated with this type of project.

Scope of Inspection:

This inspection covered a review of the construction work accomplished to date and of contract administration.

Work Completed:

The contractor began work on March 30. Work accomplished to date includes the excavation of the outside lane from Sta 450 to 479 and replacement with CTB and an AC seal, excavation and pouring of three expansion joints, a majority of the cold planing operation and some sealing of pavement cracks.

-more-

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

Work in Progress:

Work in progress at the time of the inspection involved the jackhammering of broken areas at the joints of the old PCC slabs. Five areas are planned for removal and repair by refilling with early-set concrete.

Finding and Recommendations:

The cold planing operation on this project has not achieved the specified surface profile. The cold planing occurred in April with the planer being removed from the project May 2, 1978. Testing for profile grade was not performed during the planing operation and was initiated only after inquiry by this office. At the time of this inspection about half of the grade had been checked. Several areas where additional planing is required have been identified. The intent of this specification was to obtain a uniform plane which has not been accomplished.

The contractor has been notified that additional planing will be necessary. In response the contractor is proposing an alternate of leveling with a quick-setting grout rather than returning with the planer which is presently on a project in California. The Resident Engineer is presently analyzing this proposal.

I recommend that the Highway Division review the cold planing operation and this present project closely prior to implementing other cold planing projects. The area of major concern is grade control. The planer utilized a short ski for control with obviously poor results. Proper project monitoring could have improved the finished product but only with additional planing. Replacing teeth is a major cost which is directly tied to the type of material being planed. These teeth have a wearing length of approximately 1½". With one end of the drum planing PCC while the other planes AC, which can occur where the old PCC slabs are faulted, the teeth can wear at a different rate and be out of the .02" specification within the width of the cutting drum (10') before the teeth are worn to the point of replacement. The Resident Engineer indicated that approximately one-half of the teeth had to be replaced after an average day's operation.

The material removed by the planing operation has been stockpiled for future use by the OSHD Maintenance forces. It would appear, based on a vizual inspection, that approximately 80 percent of the material is 3/4" or less in size, with the larger particles being no greater than 3½" to 4" in diameter. The Maintenance forces plan to use the material as is for shoulder rock.

-more-

The other area that should be reviewed is the profile grade specifications (0.02" in 10'). Additional planing on this project will no doubt be costly in terms of replacement teeth as all of the planing will be in PC concrete. (The contract provides for payment for replacement teeth.)

The construction signing and temporary traffic control was reviewed and appeared to be adequate and properly installed.

#81-10 4-[illegible]-78

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-3(3)

TE PROJECT NO. See Below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70122

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
2-1-78	3-15-78	Primary 3 Primary 58

GENERAL LOCATION:

"Cox Creek - Elm Street (Albany) section"

GENERAL DESCRIPTION OF WORK:

Install bikeway signs and striping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 15, 1978 as requested in Mr. Keasey's letter of April 7, 1978 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No 3 is approved for TEC NTE $700, Federal funds $600.

NOTED
F. B. KLABOE

4-27

DATE 4-24-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8690 8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 27, 1978

Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8690 for paving on the Cox Creek-S. Elm Street (Albany) Section of the Albany-Junction City Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinna
C. O. Fredrickson
Keats Oliver

MORSE BROS., INC.

ADMINISTRATIVE OFFICE
P. O. BOX 7, EAST GRANT ST.
LEBANON, OREGON 97355
TELEPHONE (503) 258-8141

March 15, 1978

C. W. Head
Commission Services
121 Transportation Building
Salem, Oregon 97310

Dear Sir:

Enclosed, please find two copies of contract #8690 on the Cox Creek-S. Elm Street (Albany) Section of the Albany-Junction City Highway in Linn County which have been fully executed by us.

Very truly yours,

MORSE BROS., INC.

R H Bellinger jlm

R. H. Bellinger
Vice-President of Administration

RHB:jlm
Enclsosures

RECEIVED
MAR 16 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8690. 9

Form 2-306-5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Cox Creek-Elm Street(Albany)	Date	March 7, 1978
Highway	Albany-Jct. City	Contract No.	8690
County	Linn	Prefix	22-1080
Contractor	Morse Bros. Inc.	F. A. Project No.	F-3(3)
Address	P O Box 7, Lebanon, Oregon, 97355	Order No.	1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install replacement teeth on the cutting drum of the pavement planing machine after the first set.
Contractor shall furnish first set of replacement teeth.

APPROVED EFFECTIVE DATE 3-15-78
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hessner
TITLE Field Operations Engineer
DATE 4-17-78
FEDERAL HIGHWAY ADMINISTRATION

Location by station numbers:

349+10 to 505+50

Estimate of quantities and cost:

labor and material $ 12,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As per section 202 of the Special Provisions.
$ 12,000 in the contract authorization for this work.

NOTED
H.S.COULTER

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 919,920.34
Present estimate of project cost, including $ 12,000 for work under this order	$ same
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

RECEIVED
STATE HWY ENGR
APR 19 78
REFER TO
FOR

Info	Inves	B/D	D/R	Sign	Act	File

Submitted by: Keats Oliver Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.
3-15-78
For Constr.

SP*23577-734

8690

8

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Keats Oliver
SAIF
Fran

February 28, 1978

Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

Gentlemen:

The Oregon Transportation Commission on February 27 accepted your proposal for paving on the Cox Creek-S. Elm Street (Albany) Section of the Albany-Junction City Highway in Linn County for the sum of $774,502.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8690.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy. The calendar workday count on this contract will begin March 11, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8640 8

Salem, Oregon
February 21, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 23 Bid Letting

FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened February 23 on the following projects:

1. Corvallis-Newport Highway at SW 53rd Street
   Benton County
   Grading, Paving, Signals

   Grading incidental to overlay and signal installation.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oak Ranch Creek Bridge
   Nehalem Highway, Columbia County
   Structure Replacement

   4-foot shoulders provided on structure and approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Canaan Road-BEnnett Road
   Columbia River Highway, Columbia County
   Grading, Paving

   Variable 4-foot to 8-foot shoulders except in curbed area. This project will be striped and signed as a Class III bikeway.

4. Canyon Creek (NW 3rd Avenue) Bridge
John Day City Street, Grant County
Grading, Paving, Structure

Footpaths and bicycle trails will not be established under this project as per ORS Chaper 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Grants Pass-New Hope Road
Jacksonville Highway, Josephine County
Grading, Paving

4.5-foot PCC sidewalks and 6-foot Class III bikeways will be provided on this project.

6. Pacific Highway West at 5th Avenue
City of Eugene, Lane County
Traffic Signals

Same as No. 1.

7. Cox Creek-Elm Street
Albany-Junction City Highway, Linn County
Grading, Paving

Existing Class III bikeway to be replaced in kind.

8. Burns Junction Rock Production, Malheur County
Rock Production

Same as No. 1.

9. Hillsboro-Silverton Highway at Oregon Way
City of Woodburn, Marion County

4-foot shoulders to be provided on this project.

10. 12th Street SE at Madrona Avenue SE
City of Salem, Marion County
Traffic Signals

Same as No. 1.

11. Broadway Bridge (West Approaches)
    City of Portland, Multnomah County
    Deck Surfacing

    Same as No. 1.

12. East Burnside Street Undercrossing
    East Portland Freeway, Multnomah County
    Grading, Paving, Structure

    12-foot Class II bikeway on structure; 12-foot sidewalk/bikeway on Burnside; 10-foot bikeway along freeway will be provided on this project.

13. SW 29th Street to Pendleton-John Day Highway
    City of Pendleton, Umatilla County
    Grading, Paving

    4-foot sidewalks to be provided on this project.

DES:JP

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

2690

U.S. DEPARTMENT OF SPORTATION - FEDERAL HIGHWAY ADMINISTRATION

2-1-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-3(3)

STATE PROJECT NO.
See Below

COUNTY NAME
Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70122

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2-1-78	2-1-78	Primary 3	Primary 58

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[illegible]
MAR 1 '78
REFER TO
FOR
Info | Inves | [illegible] | [illegible] | Sign | Act | File

GENERAL LOCATION:

"Cox Creek - S. Elm Street (Albany) Section"

GENERAL DESCRIPTION OF WORK:

Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Permanent Pavement Striping (SF)	$5,000
Temporary Pavement Striping (SF)	$7,000
Temporary Erosion Control	$ 500
On the Job Training	$ 800

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 1-30-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,043,868, Federal funds $895,638.

A signed copy of the Title Sheet is returned herewith.

Swan w/enc.
3-1

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-1-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8690

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: Janaury 26, 1978

In reply refer to: HB.2-OR

SUBJECT: Oregon Project No. F-3(-)
Cox Cr.-S. Elm St. (Albany) Section
Albany-Junction City Highway
Mandatory Stockpile Site

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Oregon Department of Transportation
Salem, Oregon

Mr. Versteeg's January 25, 1978 letter requested our concurrence in a proposal to designate State-owned property located approximately six and a half miles from the subject project as a stockpile site for surfacing materials removed from the roadway during the construction of this project. This material would then be recycled by the Maintenance Branch for use as a maintenance material.

We concur in this proposal and encourage you to plan such activities on future projects. It is in the public interest to reduce the depletion of a natural resource and concurrently minimize the possible environmental impacts associated with the disposal of excess materials.

G.K. [illegible]
for G. L. Green

cc:
ODOT (J.H. Versteeg, Engineering)
ODOT (Duane Christensen, Design Engr)

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STATE HWY ENGR
JAN 27 '78
REFER TO

FOR
Info Inves R/D D/R Sign Act File

cy - [illegible]
[illegible]
Fredrickson

8690

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Form 81-731-[illegible]

Job No.

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Cox Cr. - Elm St.

Made by Henry 17 Feb. 1978 Checked by ......, 19...... Backchecked by ......, 19

Cold Plane Pav. Removal 48,800 Sq. Yd.

Asph.-Rubber Chip Seal

48,800 × \$5.00 = \$ 244,000

\$244,000 × 1.07 × 1.20 = \$ 313,296

8670

58

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/29/78

Donald R Baut

Paul

2-23-78
~~1-26-78~~ Bid Letting ______________ All Clear Deadline

SECTION COX CREEK-ELM ST. (ALBANY)
Highway Albany-Jct. City
County Linn Region 2
Type of Work Overlay Funds FA
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	No problems
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

5670

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 12, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Cox Creek-S. Elm Street (Albany)
Albany-Junction City Highway
Linn County

NOTED
E. S. HUNTER

This project is a 2.92 mile section of four-lane highway (Ore. 58) between Cox Creek and Elm Street in Albany. The existing highway is composed of eleven foot travel lanes of Portland Cement Concrete, a median (left turn lane) area of variable width and shoulders which vary from three feet to ten feet wide. The Portland Cement Concrete pavement has been overlayed with two inches of asphalt concrete and the shoulders converted to travel lanes, when the highway was widened to provide the left turn lane. A majority of the section is curbed on both sides, with commercial development adjacent to the highway.

The existing Portland Cement Concrete and asphalt concrete pavement through this section show extensive fatigue and alligator cracking. This section is typical of sections of P.C.C. pavement which need resurfacing; but, because of dense commercial development, curbs, and heavy traffic need to be treated with thin overlays.

Four alternate methods of resurfacing this section were considered and estimates made on each.

Alternate No. 1 will require removal of the loose asphalt concrete and Class "C" asphalt concrete patching in the existing P.C.C. pavement areas. The existing curbed areas would be overlaid with either petromat and Class "E" asphalt concrete or a rubber chip seal and Class "E" asphalt concrete. The original shoulder areas will be removed and reconstructed in selected areas throughout the project length.

A four inch asphalt concrete overlay is proposed in the uncurbed areas.

The existing drainage, roadbed cross-section, curb exposure, accesses and street connections would have minor alterations of the existing conditions. Estimated cost $988,700.

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TECHNICAL SERVICES
DEC 21 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Alternate No. 2 would use a profiler and remove the existing asphalt concrete from the P.C.C. pavement and a corresponding depth from the adjacent asphalt concrete areas. The overlay base design for this alternate is the same as for alternate No. 1 except patching would be eliminated. This method reduces the pavement strength in the asphalt concrete areas. The estimated cost is $1,094,000. The asphalt concrete pavement removed by this method could be stockpiled and recycled on some future project.

The other conditions mentioned in Alternate No. 1 would be the same.

Alternate No. 3 is an average four inch asphalt concrete overlay throughout the section. The existing curb exposures vary from 2-1/2± to eight inches, which would be greatly reduced, particularly in the three foot shoulder areas. Feathering four inches in a three foot width creates a traffic hazard to the traveling public. Adverse grades would be created at street intersections and the many accesses to commercial establishments. Some curbs, sidewalks and driveways may require reconstruction with possible right of way, easements and permits of entry required. Insufficient field information is available to assess the extent of reconstruction or estimated costs. Estimated cost, with exceptions noted, is $785,000.

Alternate No. 4 would require the complete removal of the existing surfacing and reconstruction of the existing roadbed. Insufficient data is available as to drainage, accesses, connections, etc., for a good estimate. A rough estimate would be $6,000,000.

It is our recommendation that alternate No. 1 be specified. It is less costly than Alternate No. 2 and provides a higher base design strength than Alternate No. 2. It does not have the construction problems associated with Alternate No. 3. Alternate No. 4 is not within the goals of D.O.T. at this time.

LKW:ab
cc: L. K. Watson

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58

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 25, 1977

FILE:

John W. Sheldrake

FROM: John W. Sheldrake
REGION II ENGINEER

SUBJECT: Cox Creek - Elm Creek
Striping plans

TO: Duane Christensen
FINAL DESIGN ENGINEER

The proposed striping plan shows a left turn refuge between Station 385 and 388 for the Santiam Highway from the Albany-Junction City Highway. At present, this is a prohibited movement. The striping plans incorporated in the project plans should show this revision.

DW/lea
cc: Howard Johnson

12-13-77
Striping revised
as per letter & phone
call to Region
DRS

✓ Versteeg ✓
☒ Christensen
George
✓ Olson
Terpin
Sullivan
Scott
Savage

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NOV 30 1977
ENGINEERING SECTION

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Do Not File ☐
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR
October 28, 1977

FILE: 22-1950

FROM: Robert Royer Bob
REGION II CONSTRUCTION ENGINEER

SUBJECT: Cox Creek-Elm St. (Albany)

TO: Duane O. Christensen
FINAL DESIGN ENGINEER

Enclosed is one roll typical sections for the subject project. The 4" overlay proposal does not appear satisfactory, a more complete survey would be required to determine the full impacts, in particular to the many commercial establishments dependent on highway traffic for their trade.

Region has been in contact with Clarence Gregg and would recommend the following:

Cox Cr. to Santiam Hwy. 1-1/2" "open graded" mix with "Petromat"
Santiam Hwy. to the South end of the RR overcrossing,
1-1/2" open graded mix with "Asphalt Rubber" coat.
RR overcrossing to Elm St. 4" dense graded.

Gregg advises the problem with this section is lack of strength, and not reflective cracking. Further investigation will be required to determine curb treatment.

The proposal, as shown will require sufficient class "C" leveling quantity to correct the distroted sections, and should be allowed as "Blade Patching" or as "Directed by the Engineer."

This proposal requires a "broken back" section where a joint between panels is not desirable or in some cases reasonably possible. The paving machine must be capable of paving 22' wide (26' requirement would eliminate questionable machines), and be capable of center screed crown. The plans and specifications should make these requirements very clear.

Night paving is not possible with the open-graded temperature requirements.

REN:bn

cc: Richard E. Nelson
Keats Oliver
Clarence Gregg
Files

1 Versteeg ✓
2 Christensen Don
Georgs
Olson
Terpin
3 Sullivan
Scott
Savage

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Copy Watson
with Typical Sections

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Salem, Oregon
October 18, 1977

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Richard E. Nelson
Resident Engineer

Cox Creek-Elm Street (Albany)
Albany-Junction City Highway
Linn County

Please refer to your letter of October 10, 1977, to Norman Henry in regards to the subject section.

Temporary striping and removal is not set up as a bid item. Present policy is to set up and pay as extra work.

Battery operated amber flashers are only being used on lane transition signs and the "Street Closed to Through Traffic" signs when used at night.

All streets will not be fully closed. The Santiam Highway and Queen Avenue must be kept open to traffic at all times. Other streets will be closed with approval of the resident engineer. Control of work at streets shall be guided by Article 105 of Standard Specifications.

Special Provisions will be clarified on this item.

✓ Versteeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

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OCT 18 1977
ENGINEERING SECTION

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DOC:az
cc: John Sheldrake
W. G. Beard
Lyle Watson
Jack Sullivan

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
SALEM, OR
October 10, 1977

Rich E Nelson

FROM: Richard E. Nelson
REGION II LOCATION ENGINEER

SUBJECT: Cox Creek-Elm St. (Albany)

TO: Norman Henry
Design Section

These are the questions that are immediately apparent in the proposed Temporary Protective and Directional Measures.

Present Policy
Extra work ?

Temporary Striping & Removal -
Why not a bid item?

Transitions signs
St closed to Thru
Traffic @ night

Work Area Signs -
These will be mobile, pavement mounted signs, battery operated amber flashers are useless and should not be required, unless night work is performed.

Street Closures -
Does this include all streets and Santiam Highway? If so, this will cause traffic volumes in excess of some of the streets capacity to occur. Also some "Dead End" directing of traffic.

Art 105 Should
Control work @ streets
keep traffic open
Santiam hwy &
[illegible]
provide for Traffic

cc: Region II Office

REFERRED TO
1 Beard WGB
Dern
Cole
Sample
Eriksen
2 Watson NEM
Hager
Lou
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen Dow
George
Olson
Terpin
3 Sullivan
Scott
Savage

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OCT 10 1977
ENGINEERING SECTION

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8 [illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 14, 1977

Norm Henry

FROM: Norm Henry
Senior Designer

SUBJECT: Cox Creek-Elm St. (Albany)
Albany-Junction City Highway
Linn County

TO: MEMO TO THE FILES

The following people were present to discuss the project on Tuesday, October 11, 1977.

Robert Royer, Regional Construction Engineer
C. J. Gregg, Surfacing Design Engineer
Howard C. Johnson, District Engineer
Dick Nelson, Region Location Engineer
Keats Oliver, Resident Engineer
Dave Weaver, Region Traffic Engineer
Raymond Hushes, Maintenance Supervisor
Eddie Welsh, Region Environmentalist
Carl Butte, Junior Designer (Temporary Signs)
Norm Henry, Senior Designer
Corbie Hartle, Designer

1. Abrupt feathering to curbs: Sta. 390 to Sta. 476 has 2' or 3' of shoulder. The steep slope from 4" overlay to existing gutter would be unacceptable for safety reasons and to driveway profiles. A possible solution would be to reduce the curb exposure to 4" minimum. Driveways would have to be feathered into or rebuilt. Roof drains through the existing curb would require adjustment. Existing curb could be capped to maintain exposure. Existing asphalt overlay removal might increase curb exposure. Existing 8' asphalt surfacing adjacent to curbs could be reconstructed to increase curb exposure. The Region will review and submit recommendations. Gregg will review base design.

2. Region recommends that all the structures be overlayed.

3. Feathering at structures: Everyone agreed that removal of the asphalt overlay for a distance of 100' or more would be helpful.

4. Night paving was discussed and reference was made to Robert Royer's letter dated 29 Sept. 77.

5. The Region is to review and make recommendation for the channelization at Geary Street.

1 Versteeg ✓
2 Christensen
George
Olsen
Terpin
3 Sullivan
Scott
Savage

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OCT 14 1977
ENGINEERING SECTION

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6. Elimination of bikeway, Sta. 476 to Sta. 486, in favor of a left turn lane was discussed. In previous discussions with Shaffer it was indicated that the bikeway could not be eliminated.

7. Raymond Hushes suggested that raised traffic markers at the Santiam Highway intersection be considered. I informed him that policy has been not to install raised traffic markers.

8. Region recommended that temporary striping and permanent reflective pavement markers be paid for as bid items.

9. Region recommends that existing guard rail not be updated on this contract. (Sta. 351)

10. The "Temporary Protective and Directional Measures for Traffic" was reviewed. The Region is to submit recommendations.

NH:az
cc: Robert Royer
Frank Terpin
Clarence Gregg
Keats Oliver
W. G. Beard
L. K. Watson

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9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
September 30, 1977
Salem, Oregon
10-13-77

FILE: 22-1950

FROM: Robert E. Royer Bob
REGION II CONSTRUCTION ENGINEER

SUBJECT: Cox Creek-Elm Street (Albany)
Highway No. 58
Bridge 2380
Overcrossing SPRR at Albany

TO: E. S. Hunter
DEPUTY STATE HIGHWAY ENGINEER

We feel additional consideration for overlaying and joint repair of the bridge, on the above title project, is necessary.

The SPRR overcrossing bridge has a long history of complaints from the railroad union, P.U.C., and the SPRR.

Southern Pacific Railroad has numerous facilities located under and adjacent to this bridge. The expansion joints are in very poor condition and should be repaired in the near future. Water runs through the joints and onto the workmen that operate the railroad facilities.

The concrete deck has several popouts and minor to moderate transverse cracking. The deck life would be extended considerably with an asphalt-rubber chip seal membrane and class "C" A.C. wearing surface.

10-13-77 NOTED
E. S. HUNTER

Orig - Walt
Should we put a job on the letting schedule?
How much $.
Ed

RECEIVED
TECHNICAL SERVICES
OCT 3 '77
REFER TO
10-4-77 Hart
FOR

CEP/dea

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58

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 30, 1977

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Cox Creek-Elm Street
Albany-Junction City Highway
Linn County

TO: MEMO TO THE FILES

The Region has made the following recommendation for the overlay on this project.

The curb lane paving, Cox Creek to Queens Avenue, to be restricted to night time between the hours of 8:00 p.m. and 6:00 a.m. Additional illumination will be required in the work area, flagging and signing. The contractor would have the option of overlaying the inside lanes and median from 9:00 a.m. to 4:00 p.m. or during the night time.

This has been reviewed with Roger Trygstad in Traffic and concurs with these recommendations.

LKW:az
cc: John Sheldrake
Jack Sullivan
Roger Trygstad
Keats Oliver
Gordon Ballard
L. K. Watson
Bill Beard

1 Versteeg ✓
2 Christensen
George
3 Olsen
Turpin
Sullivan
Scott
Savage

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ENGINEERING SECTION

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 23, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Cox Creek-Elm St. (Albany)
Albany-Junction City Highway
Linn County

TO: MEMO TO THE FILES

The overlaying of the structures on the subject section was discussed with Mr. Hart on Thursday, September 22, 1977. As a result of this discussion and the costs involved in the deck waterproofing the following was agreed upon as a satisfactory solution.

1. Pave over Periwinkle Creek Structure with 4" A.C. as previously recommended.
2. Feather the overlay down to the end of the SPRR Overcrossing Structure Bridge No. 2380. Do not carry it across the bridge.
3. Provide an allowance in the authorization for patching the deck of the New Lyon Street Bridge (Bridge No. 2447). Feather the 4" overlay down to 2" at the ends of the bridge and carry a 2" lift across the structure.

DOC:az
cc: Walt Hart
Lyle Watson
Jack Sullivan

/ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
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ENGINEERING SECTION

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U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

-7-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-3(3)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70122

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 14'77
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Gen | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-9-77

FEDERAL ROUTE NUMBER Primary Route 3

STATE ROUTE NUMBER Primary Route 58

GENERAL LOCATION:
"Cox Creek-Elm Street (Albany) Sect."

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $9,000 - PF $7,722
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 3-4-77, I concur that this project is a non major action as set forth in FHPM 7-72.

As requested in Mr. Rulien's 3-4-77 letter, you are authorized to proceed with the work as shown above.

DATE 3-9-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—636-757

8670

58

STATE OF ORE ON

INTE FFICE MEMO

DATE: September 2, 1976

TO: E. S. Hunter
Deputy State Highway Engineer

FROM: L. W. [illegible]
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Cox Creek-Elm Street
Albany-Junction City Hwy.
Linn County

1	Versteeg
2	Olson ROO
Copy	Christensen
	Scott
Copy	Swenson
	Savage
Copy	Trout

DB

RECEIVED
SEP 2 2 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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Other

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

APPROVED
Acting DEPUTY STATE HIGHWAY ENGINEER
Date 9-12-76

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
~~County/City Unit~~
~~D. E. [illegible]~~
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson
Region 2 Geologist: Dan Gano

RECEIVED
STATE HWY ENGR
SEP 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1367

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BOX 300
Salem, Oregon 97308

Memorandum

DATE: August 30, 1976

In reply refer to: 1041B.2

SUBJECT: Cox Creek-Elm Street
Albany-Junction City Hwy.
Linn County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 17, 1976, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
G. L. Green
for

PROJECT MANAGEMENT
SEP -2 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
STATE HWY ENGR
SEP 1 '76
REFER TO
Rulien
FOR
Info | Invs | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY
3 PROJECT
Non-Major
F-3(1)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 12, 1976
Section Cox Creek - Elm Street
Unit (if appl)
County Linn
City Albany
Highway Albany - Junction City
State Hwy. No. 58 (FAP 3)
Termini: M.P.(if appl) 0.69 - 3.50
Length 2.81 miles
Region 2
Construction Estimate $200,000
Program Amount

B. Purpose of Project:

To overlay an existing highway with asphalt concrete pavement to improve highway safety and reduce maintenance.

C. Origin & History of Project:

This project is included in the preliminary Six-Year Highway Improvement plan. The project was selected from a list of priority overlay projects.

D. General Description of Project:

This project will involve overlaying the existing travel lanes and shoulde
The existing typical section varies throughout the length of the project from 46' wide to 84' wide. There are also one way couplets involved.

Alignment: New ____ Existing XX Combined ____

Typical Section: Existing: No. Lanes 4*; Med. yes; Shldrs. ↓ intermittent; Parking ↓ intermittent

Proposed: No. Lanes 4; Med. yes; Shldrs. ↓ intermittent; Parking ↓ intermittent

Traffic: Existing Facility: Existing ADT 26,800; Projected ADT 48,200; Yr 1996

Existing Level of Service "C"

Proposed Facility: Projected ADT 48,200; Yr. 1996

Projected Level of Service "D"

* Primarily a four lane section. There is one section of three travel lanes and some others with five and six that provide channelization at intersections.

Right of Way: Additio anticipated No ; if yes, give approx. No. Parcels______
Yes, No

Acres______; Type of Relocation Req.______________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials for the surfacing will most likely come from existing commerical sources in the Albany area. Borrow and waste disposal sites would not be required.

Type of Structure(s):

No modifications to any structures is anticipated.

Brief Description of River or Stream and Type of Involvement, if any:

The proposed overlay will not involve any of the streams or drainage ways crossing under the highway.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

This project has been placed on the Six-Year Highway Improvement Program approved by the Transportation Commission on June 29, 1976 for construction in fiscal year 1978.

Location or Design Alternatives (identify and describe):

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project lies in the middle of the Willamette Valley, along the easterly side of the Willamette River. The terrain is flat to gently rolling. Practically all of the natural vegetation has been displaced by various types of development. Wildlife is confined to those species that have adopted to living in a urbanized environment.

2. Cultural:

The proposed project runs through an urbanized area. Commerical, industrial, and residential development is present along both sides of the existing roadway.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

No change in traffic patterns or volumes are anticipated. There should be no change in ambient air quality or noise levels. An improved travel surface will improve safety to some extent.

3. Estimated Impact on Land Use:

Consequences:

4. Expected Impact on Natural Ecological Resources:

No adverse impacts are anticipated

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None have been identified.

7. Potential for Controversial Issues:

None have been identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards
This project is determined to be unrelated to traffic noise increases; hence, no noise study report as per FHPM 7-7-3 is necessary.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

Projects of this type are generally considered to have no adverse impacts on the ambient noise levels and air quality.

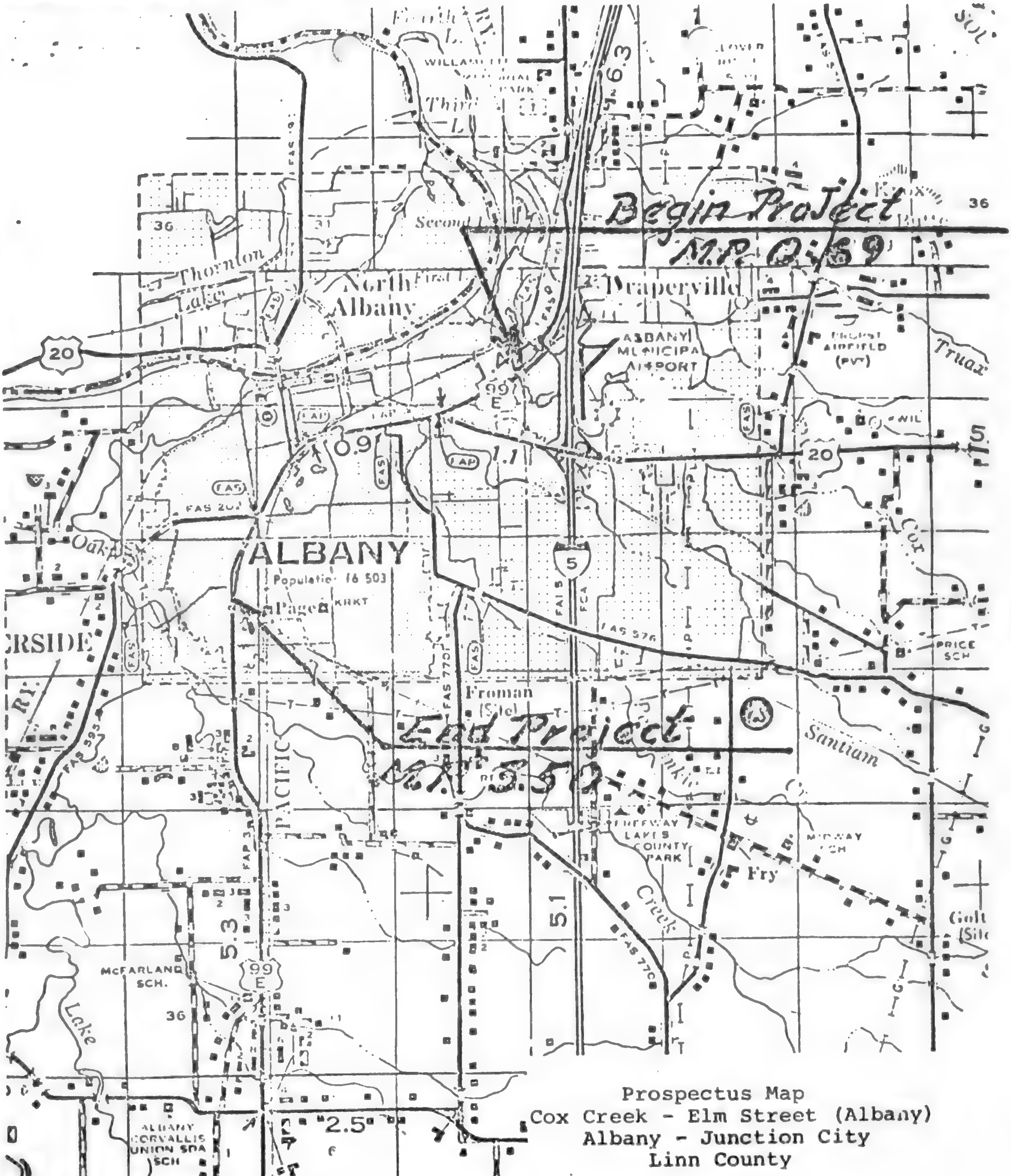
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4

Form (1)10-75



Prospectus Map
Cox Creek - Elm Street (Albany)
Albany - Junction City
Linn County

8690

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BOX 300
Salem, Oregon 97308

DATE: August 30, 1976

In reply refer to: 1041B.2

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William H. Kappus
for G. L. Green

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
SEP 1 '76
REFER TO Rulien
FOR
Info Inves R/D D/R Sign Act File

8691 Burns Jct. Rock Production 1978
Project on Steens Highway

8691

8

August 8, 1978

United States Fidelity
& Guaranty Company
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8691 awarded to D Mc D Corporation for the Burns Junction Rock Production Project on the Steens Highway in Malheur County was completed on April 12, 1978, and accepted by the State Highway Engineer on August 7, 1978.

Final payment in the amount of $3,554.84 will be released to the contractor after August 14, 1978. The total contract amount is $78,719.79 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc D Mc D Corporation
Frontage Road
P. O. Box 1012
LaGrande, OR 97850

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8691.

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Burns Jct.	WEEK ENDING: June 10, 1978	SECTION PREFIX: 23-8330
HIGHWAY: Steens	COUNTY: Malheur	
NAME OF JOB: Burns Jct.	KIND OF WORK: Rock Production	
CONTRACTOR: D Mc D Corp.	CONTRACT NUMBER: 8691	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 27, 1978	DATE WORK STARTED: March 15, 1978	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 85,600.20	SPECIFIED COMPLETION DATE: June 15, 1978	PERCENT OF TIME ELAPSED: 41
EXCLUSIVE OF ENGINEERING: $ 78,124.20	ENGINEERING AUTHORIZATION: $ 7467	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 78,124.20	ENGINEERING COST TO DATE: $ 3556.88	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION: 48 %	DATE PROJECT WAS COMPLETED: April 12, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			12,636 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			12,636 cy		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK: None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Fair			
MONDAY 5	Fair			
TUESDAY 6	Fair			
WEDNESDAY 7	Fair			
THURSDAY 8	Fair			
FRIDAY 9	Fair			
SATURDAY 10				

Keasey K
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
JUN 12 1978
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No activity.
MONDAY 5	No activity.
TUESDAY 6	No activity.
WEDNESDAY 7	No activity.
THURSDAY 8	No activity.
FRIDAY 9	No activity.
SATURDAY 10	No activity.

REMARKS

Semi-Final submitted on Wednesday of this week.

SIGNED Michael J Gardner Ass't Res Engr LOCATION Ontario

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES Construction Contracts
ARRANGEMENT OF RECORDS by Contract Numbers
INDEX

INDEXING BEGINS WITH : ______ **ENDS WITH** ______

FLASH CARDS:

REMARKS:

Cont. # 8667- 8691

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
Bell & Howell File Master	16 mm	24 X	198	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 4th DAY OF January 1990 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan Colesley

SIGNATURE OF CAMERA OPERATOR